RAILROAD MAGAZINE

SEPTEMBER 1973

75 CENTS

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THE NAVY

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This Christmas Send Train Cards

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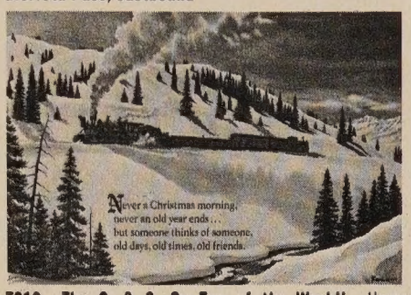
T610 Holiday Local to the North Country—Peace and Good Will at Christmas and through all the New Year—**Boston & Maine Pacific type**

T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass, eastbound**

T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**



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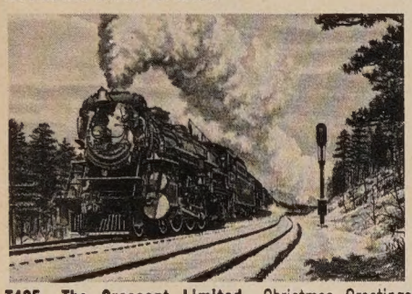

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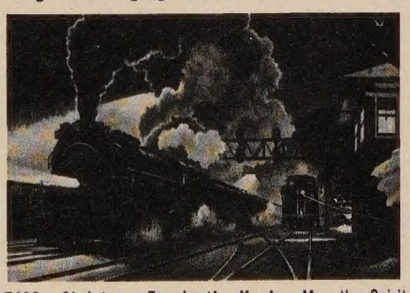

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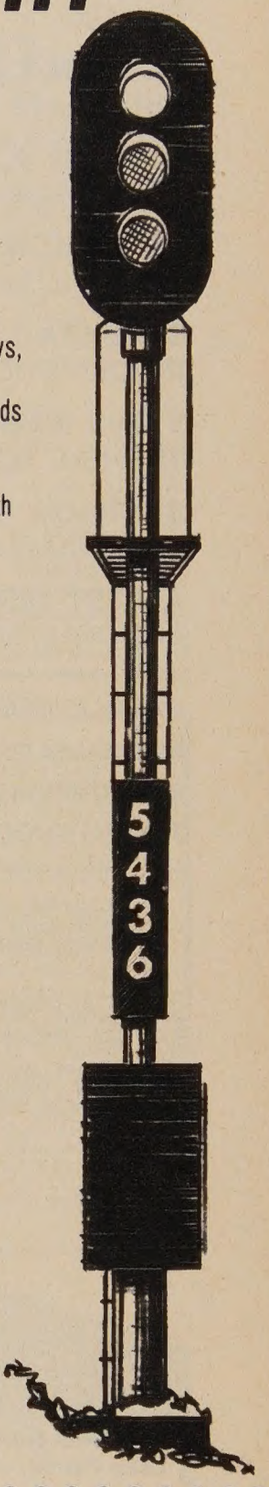

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VOL. 94, No. 5, SEPTEMBER 1973

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The new Black Mesa & Lake Powell, which runs through Navajo Indian Reservation, is regarded as the world's quietest and cleanest railroad. **(See article on page 28.)**
Dow Chemical Co. map

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- The Pennsy's historic K4s Pacific — culmination of a tradition of master mechanics, motive power superintendents, and mechanical engineers,
- Germany's *kriegslokomotiven* (war locomotives) . . . and her Austerity 2-10-0,
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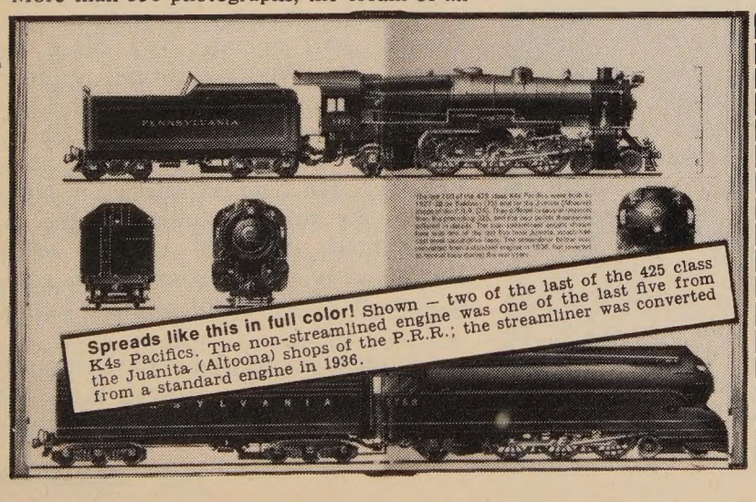

Spreads like this in full color! Shown — two of the last of the 425 class K4s Pacifics. The non-streamlined engine was one of the last five from the Juanita (Altoona) shops of the P.R.R.; the streamliner was converted from a standard engine in 1936.

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THE MAIL CAR

where editors and readers meet

Eastbound Southern Pacific train *Sunset*, photographed long after sunset at Alhambra, Calif., on Sept. 19, 1971.
Camera study by Gary G. Allen

ESPEE units 3206 and 3204, on our front cover, are charging downgrade through Santa Margarita Pass near San Luis Obispo, Calif., with eastbound Amtrak train No. 12, the 16-car *Coast Daylight*. Our color-shot was made by *Interesting Railfan* Gary G. Allen, 215½ East Palmer Avenue, Glendale, Calif. 91205. Next month's cover, like last month's, also will feature passenger service, this being the vacation season during which such trains are most popular. It will show autumn scenic glory. Our lead article for October will be "Where to Find Steam in Mexico and Central America," by B. Thomas Walsh. ●

PERSONALITIES. While on vacation recently in Kingston, Jamaica, I visited the train dispatchers' office of the government-owned Jamaica Railway and discovered to my surprise that they still dispatch all trains by Morse telegraph, never by telephone or teletype. Being an old Morse man, it did my heart good to see and hear those instruments clicking away, just like bygone days in the U.S.A. The chief dispatcher said they were satisfied with Morse because it has given good service ever since the rail line was built and so they intend to keep it.—Lee A. Head (Burlington Northern operator, Chicago), 7130 Windsor Ave., Berwyn, Illinois 60402.

Because his dad, now deceased, worked 50 years as a Wabash agent-operator, it is easy to understand why Wesley Stead, Box 92, Effingham, Mass. 62401, is an active railfan with a big collection of railroadiana. Regarding the derailment of Pennsy steam engine 1165 (pictured in our June issue, page 13) he writes:

"According to my ICC files, this accident happened June 4, 1944, at 9:05 a.m. at Esplen, Pa., an interlocking facility some 3.6 miles west of 4th Street, Pittsburgh. Extra 1165 South, with 61 cars and a caboose, was making about 10 mph when the rear driving wheels derailed on an 11-degree curve. ICC blamed the accident on the fact that those wheels were less than the permissible minimum gage." (*Ed. note*: A newspaper account of this wreck is owned by W. G. Lapple, Conrad House, Apt. 219, 5436 East Lake Rd., Erie, Pa. 16511.)

Dr. James R. West describes himself as "probably the only pill pusher in the country who operates out of a caboose." Dr. West, a former railroad medical examiner, acquired the caboose two years ago at age 61. He set it up on tracks in the county park, Lakeland, Fla., and refurbished it. Now, besides his medical equipment, the caboose holds a lot of railroad relics. Railmen and others continue to come to him, particularly for physical exams.

Commenting on the reproduction in our July issue of a cut-rate-fare card for clergymen issued by the Seaboard

Air Line in 1891, Roger F. Karl, 4046 Edison Ave., Bronx, N.Y. 10466, showed us an agent's coupon issued by the Eastern Clergy Bureau in 1955, which he happened to pick up on a New York Central train. Who can tell us the history of train fares for clergymen?

I am an Erie Lackawanna chief clerk and the author of two books: *The Story of the Mansfield Transit System,* now with the publisher, and *The Story of the Columbus, Delaware & Marion—Thru the Heart of Ohio.* Am working on a third book, about railroad uniforms and uniform hardware. I need pictures of railroad men in uniform and info. on cap badges, buttons, service pins, etc.—Jeffrey A. Brashares, 6710 Winton Rd., Cincinnati, Ohio 45232.

Where can my railroad museum buy one of those hand-pulled baggage trucks that work on station platforms; how much will it cost?—Emerson Buel, Lock Box 28, Burlington Flatts, Otsego County, N.Y. 13315.

While riding the caboose of an 85-car freight train on the Frisco Lines near Aliceville, Ala., the other day trainman Clyde Bard heard a radio call warning his engineer not to cross the Tombigbee River because the bridge might fall in. Clyde looked out the rear window. To his horror, he saw they had just crossed the bridge safely but the bridge itself was tumbling into the gorge—A. J. Kleinsmith, 1378 Brookline Rd., Cleveland, Ohio 44121. ●

EVER see a race between a steam train and a bicycle? Such a race has become an annual event on the old Denver & Rio Grande Western narrow-gage. For the second annual Iron Horse Bicycle Race, last summer, John Timbers of Tucson, Ariz., pedaled over the 47-mile course near Durango, Colo., in two hours, ten minutes, and 36 seconds, finishing well ahead of the smoky, whistling, bell-clanging engine and its little trainload of excited railfans.

And speaking of bikes, the liveliest, most pungent, and best-written book on the subject we know of was written by an American railfan, Dan Behrman, now living at 4 Rue Joseph Bara, Paris, 6e, France. Dan often contributes to *Railroad Magazine*, usually in connection with French steam photos made by Madeleine de Sinety. His latest book, *The Man Who Loved Bicycles,* is subtitled *The Memoirs of an Autophobe* (meaning, of course, someone who fears, dislikes, or dreads automobiles). It's a handsome volume with 130 fairly large pages, illustrated, published by Harper's Magazine Press and Harper & Row, New York, selling at $6.95 and available also from *Railroad Magazine* Book Service.

Dan's thesis is that travel by bikes is more joyful, more intimate, and more interesting than automobile rides, and very much safer and more humanizing. He likewise favors train travel. Anything but motor vehicles. His penetrating power of observation and his eye for quaint details are matched only by his original style of writing, which is richly colorful. ●

TOWING barges laden with freight cars on Kootenay Lake in southeastern British Columbia from one rail line to another some 50 years ago was quite an adventure for me. The lake is 80 miles long, 4 to 5 miles wide, clear, beautiful, and very deep. At that time the Canadian Pacific hadn't built its line through Crows Nest Pass on the lake shore, so it transported freight by barge and passengers by lake steamers between Kootenay landing at the south end and the village of Nelson, 60 miles west.

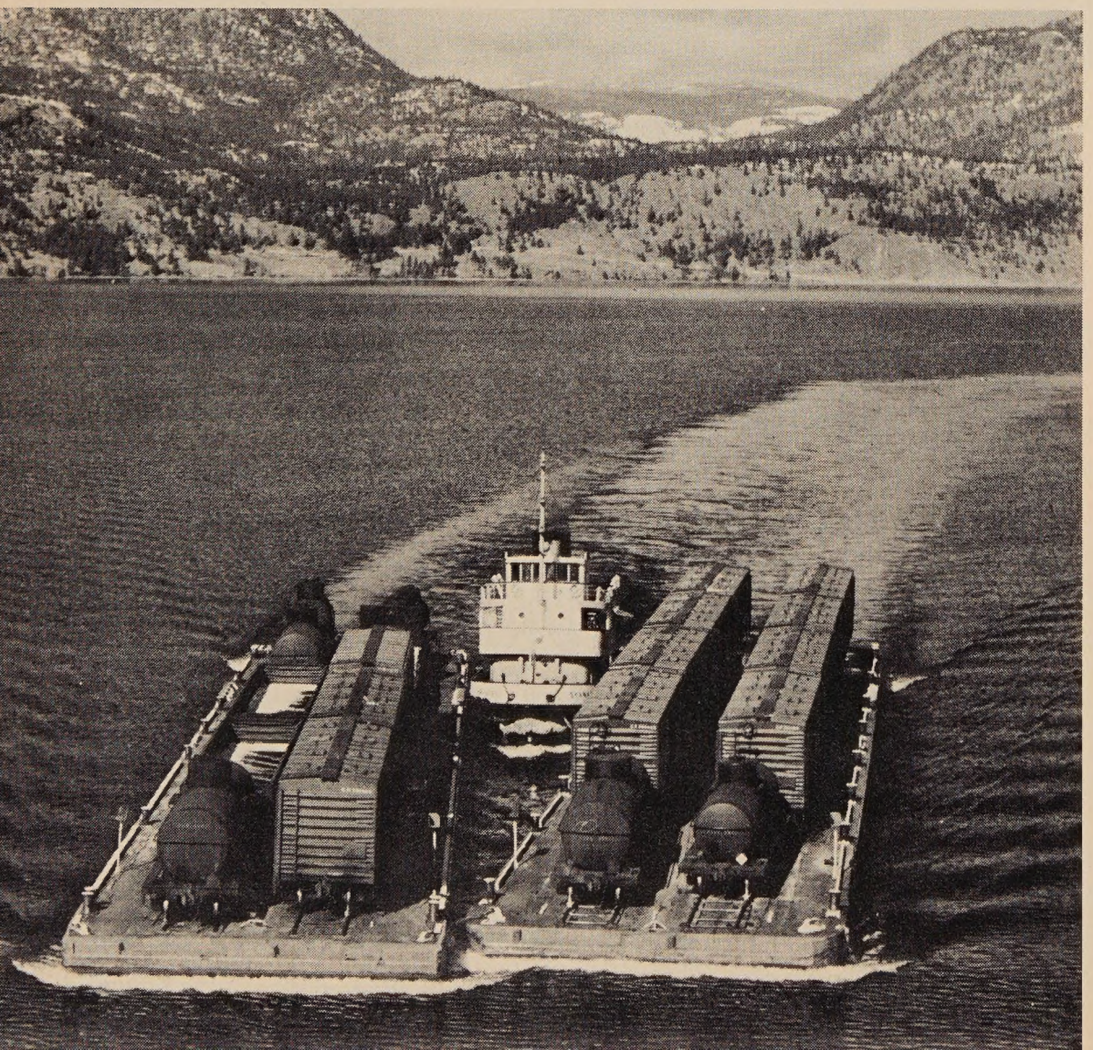
Three paddle-wheel steamers, the *Moyie, Kuskanook,* and *Nasookin,* gave good service to the Far Western travelers and to scattered communities beside the water. Although the lakeside tracks were eventually laid in 1936 to provide a continuous rail route to the Pacific, the old paddle-wheelers continued to navigate until 1946, serving other parts of the lake.

The CPR barges were handled by two wooden tugs, the *Valhalla* and *Hosmer,* and the all-steel *Grant City,* named after the railway's then vice president. All three tugs were steam-powered. Built in Montreal, the *Grant City* had been dis-assembled, shipped in sections to Nelson, and re-assembled. This one, then the latest word in modern tug design, boasted triple-expansion engines.

About a dozen barges plied the lake in those days. The steel ones had watertight compartments that made them virtually unsinkable. Others were built of wooden planking and leaked so badly that we regularly had to siphon out the water to keep them afloat! "Decking" on those tugs wasn't exactly hard work. Our toughest job was coaling them up by hand. On calm days we enjoyed the trip of 4 or 5 hours on the lake, merely tying our tug between two barges and pushing them

Kid with a bike joins the people waiting to board the Wolfeboro Railroad train at Wolfeboro, N.H., last April 23rd, the first day of restored rail passenger service between that quiet town and Cotton Valley, just 6.21 miles away.
Loring M. Lawrence, 195 Lancelot Lane, Manchester, N.H. 03104

(Top) Majestic, snowy Canadian Rockies provide backdrop as tug pushes barges with cars filled with cement and bentonite across Kootenay Lake bound for CP at Kaslo, B.C., and on to Duncan Dam, part of Columbia River power project. (bottom) Steel carfloats plow waters once used by wood-fired sternwheelers.
Canadian Pacific



while we gazed at the gorgeous scenery.

Often, however, Kootenay Lake would become choppy, and we had to put the barges on tow-line. At such times the deck hands would precariously make their way alongside the rows of immobilized freight cars and couple the barges in single file. I can remember dark stormy winter nights when I had to grab hold of freight-car ladders to keep from being thrown overboard as the barge pitched and tossed. At such times, after connecting the barges with short cables, we had to scramble back on board the tug and pay out the long tow-line.

We never lost a barge while I worked on those tugs; but I had heard of an old wooden one, loaded with boxcars, breaking away from its tow-line and sinking in deep water. It was never recovered. In 1960, skin divers found several old rotting boxcars on the lake bottom near shore. Turning them over with aid of a tug, they discovered two bars of silver! Back in the 1920's, gold and silver mines in that area freighted their ore by barges to the big smelter at Trail, B.C., but such shipments at that time must have been a closely guarded secret.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. ●

NEWSCAST. It's not for sale. That is Penn Central trustees' answer to an investor group, the First Pittsburgh Corp., for a 120-day option on the Pittsburgh & Lake Erie, a highly profitable line. Bankrupt PC owns 92.6 percent of its stock.

As soon as the current price freeze ends, U.S. railroads aim to get freight rate boosts, 3 percent in the East and 5 percent in the West and South. One reason for seeking this increase is that on October 1st the roads will reluctantly begin paying their employes' share of the financially-pressed retirement benefit fund.

Strong opposition to any plan for the Federal Government to take over and directly control all or part of the rail-freight network in the Northeast was voiced by the Transportation Asso. of America before a House Commerce subcommittee. TAA President Paul J. Tierney also said his group objects to giving either the Department of Transportation or the ICC managerial control over the bankrupt railroads. Meanwhile, Penn Central filed a 22-page reorganization plan with U.S. District Court in Philadelphia. The plan calls for it to go out of business, shut down everything, by Oct. 31st unless it gets aid from the Federal Government.

A railroad coach built for Henry

Ford in 1921 has been retired from the rails following a short, nostalgic journey. The St. Louis Southwestern donated it to the Cherokee National Historical Society, a nonprofit group closely associated with the Indian tribe. Cherokee tribal and railroad officials rode the luxurious coach, pulled by a Missouri Pacific engine, from Muskogee to Wagoner to Fort Gibson, Okla., for the presentation.

Pullman Co. designed and built the car, which Ford named *Fair Lane* after his Michigan estate. In 1942 the Cotton Belt road bought it for $35,000, refurbished it in 1947, and used it for years as a business car.

You can get a free copy of a new illustrated booklet, *Cass Scenic Railroad*, by writing to WV-Cass, Suite 901, 20 E. 46th St., New York, N.Y. 10017. It gives details on Cass steam power, two museums, stagecoach rides, and country store.

Engineers on a Missouri Pacific train in Texas learned the other day that it's wise to follow advice of fuel experts who urge them to keep their tanks full. They didn't. And, they ran out of fuel in the engines of a 92-car freight en route to Fort Worth from Corpus Christi. The fuel-less train blocked traffic near Egan for about an hour before an MKT engine from Fort Worth dragged the stalled freight onto a siding. Eventually a tank truck with diesel fuel arrived at the scene and sent the refueled freight on its way after three hours' delay.

A group of frustrated, angry Detroit citizens took their railroad-crossing complaints to traffic court. According to a Michigan law, trains must not block traffic on public streets longer than five minutes at a time. The court referee ruled in 33 cases, fining the C&O, Union Belt, Detroit Terminal, and Penn Central for 16 violations of that law. Fines ranged from $25 to $300, depending upon the length of the violation and the time of day it occurred. Fourteen cases were dropped because witnesses, including several cops, failed to appear in court.

Fairbanks Morse has developed a new system for converting present railroad track scales to weighing cars in motion without uncoupling them. This can be used on full-length scales of 70 feet or longer. On smaller scales, each end of the car is weighed, the two weights are summed automatically, and the car's total tonnage is displayed and printed. In operation, uncoupled cars drift slowly across the scale. Each car is weighed by automatic control and its gross weight is printed, together with car number, tare weight, time, date, etc. Also, by use of the Fairbanks Morse electronic accumulator, net car weights and even total train weight can be printed.

Penn Central is leasing 78 new diesel locos for the increased business anticipated late this year and to meet its present needs. Of these units, 45 came from General Electric Credit Corp. and the other 33 from Electro Motive Leasing Corp. The bankrupt rail giant cannot legally buy heavy equipment.

Though it's only 3.6 miles long, the Longview, Portland & Northern in and near Gardiner, Ore., handles an average of 12,000 freight cars a year. With a crew of ten, it serves the International Paper Co. and a big Bohemia Lumber industrial complex. The road was originally built by the Long Bell Lumber Co. in 1951, when the Southern Pacific refused to erect a spur from the plant site to its main line. Because its cars travel all over the country via an SP connection, the little line rates as a common carrier under ICC regulations.

Delaware & Hudson in its present 150th anniversary year is proud of having the best safety record during 1972 of any American railroad, regardless of size. For this it was given the E. H. Harriman gold medal, an award set up by the railroad tycoon's widow in 1913. Last year's casualty ratio of the 720-mile D&H, with nearly 2000 employees, was only 3.06 per one million man-hours. ●

BURLINGTON NORTHERN has been urged by the National Transportation Safety Board to redesign its train-order signal system to eliminate a "phantom" proceed signal which the Board found was involved in a head-on freight collision May 24, 1972. Both engineers and both head-end brakemen died in the fiery collision on single-line track near Maquon, Illinois.

The two trains were to have met at Yates City about eight miles east of the point of impact—the eastbound train taking a siding there and the westbound train stopping short of the siding switch until it had a clear track. The eastbound crew had received the train order for this meet. But the westbound train passed a Yates City station signal which was positioned to direct them to stop there to receive its written train order. No one was on duty at the station at the time the train passed the stop signal.

The Safety Board determined that the probable cause of the collision was

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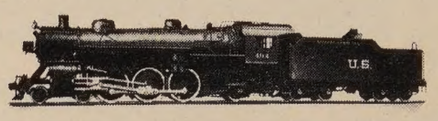

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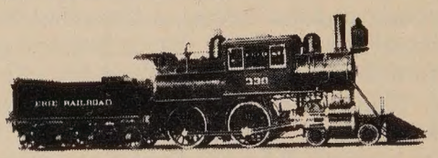

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the "failure of the responsible employees" to give the westbound crew the meet order. Contributing factors cited were: (1) the westbound train's failure to stop to receive its order. The Board could not determine the reason for this failure, but held that the engineer "may have failed to interpret the signal correctly . . . because of the effects of alcohol and a misleading phantom clear aspect of the westbound signal"; and (2) the fact that the men involved "did not comply with the requirements of the operating rules to take special precautions for the safety" of the westbound train.

The Safety Board's investigation showed that the station operator had set the train-order signal for westbound trains at Yates City correctly before he went off duty. This was a semaphore arm set horizontally so the signal light was shining through the arm's red lens. The Board observed visual obstructions of the semaphore arm.

The phantom signal discovered by the Board was produced when a late afternoon sun shone through the arm's green signal lens and made it more noticeable to a westbound crew than the artificially-lighted red lens. The accident occurred at 6:37 p.m. on a sunny day.

A copy of the complete report may be had without charge by writing to the Publications Branch, National Transportation Safety Board, Washington, D.C. 20591. ●

CANADIAN NOTES. A bronze medal has been awarded posthumously to John Tirone, a Canadian National bridgemaster, by the Carnegie Hero Fund Commission for his effort to rescue a boy who had fallen into the Welland Canal. Two witnesses to the heroism, Roger Tulk of Fonthill and John Rytjoh of St. Catherines, ran to the Waterside to help, only to see both Tirone and the struggling boy drown. Besides the medal, Mrs. Tirone is getting a monthly pension from the Commission. Her husband was a strong swimmer and in bygone years had saved two persons from drowning in the same canal.

To keep in step with continuously-growing traffic in the West, Canadian Pacific is operating a new repair shop for heavy freight cars at Calgary.

Following our comments on the former Los Angeles funeral car *Descanso* is a reminder from Peter J. C. Horn, 4201 Linton Ave., Montreal 249, that the Montreal Street Railway Co., precursor of the Montreal Urban Community Transportation Commission, had two funeral cars at least as early as 1918, transporting the bodies of influenza victims and then operating until 1925. One of them was No. 651. Peter credits this information to *Memories of Our Little Cars*, a booklet issued by the Canadian Railway Historical Asso., P.O. Box 22, Station B, Montreal 110.

Canadian Pacific has filed a million-dollar suit against La Compagnie Geralaine Inc., owner of a tractor-trailer which slammed into a CP freight at a level crossing near Papineauville, Que., on April 11th, thus derailing 19 cars of the long train. Three cars were huge oil tankers, which caught fire. A nearby home was destroyed in the blaze and thousands of gallons of oil spilled into a nearby creek and then into the Ottawa River.

The truck, loaded with wood chips, was driven by Leo Boutet, 17, of St. Basil, near Montreal, who told police that he saw the train coming but his brakes failed when he tried to stop. He leaped just before the crash and escaped injury.

Canadian National, operating a special train for Queen Elizabeth and Prince Philip in southern Ontario, set stringent safety regulations. A pilot train ran about 30 minutes ahead of the royal train and opposing passenger trains at doubletrack areas had to pass the royal train at slow speed—no more than 10 miles an hour.

Opposing freight trains had to be off the same track at least an hour in advance of the passing of the royal train. Passenger trains heading in the same direction had to be at least an hour ahead of the royal train and freight trains at least four hours in advance. While the royal train stood at terminals or intermediate tie-up points, all trains in the vicinity were required to operate at reduced speed. Supervisors checked carefully in advance all track over which the royal train would pass. The royal train itself, made up of 15 cars, was 1,418 feet long. ●

WANT to rent a diesel locomotive? Well, it can be done. The Bangor & Aroostook, for example, has been leasing its surplus power to other roads since 1955, its first customer for a lease being the Pennsylvania Railroad during that summer. BAR business runs in cycles, with heavy demands for motive power during certain months of each year, so it makes sense for surplus power to bring in revenue in those periods when BAR doesn't need the locos for its own traffic.

"But now we're working at the leasing business," explains Walter E. Travis, assistant executive vice president, "examining any idea that will bring us extra dollars. Obviously, we're in the railroad business, not the locomotive leasing business. But we can underwrite part of the maintenance costs of our entire locomotive fleet from the leasing program."

The railroad industry has changed drastically since BAR first began leasing locomotives 18 years ago. Financially hard-pressed roads don't have the money to put into new motive power, which makes the leasing attractive and necessary. Weather patterns also are a factor. A severe winter can boost the demand for motive power because cold and snow lessen the locos' efficiency. ●

IF YOU were to ask Barbara Kreimer which city has the most train wrecks, she would say: "Probably Dunkirk, in southwestern New York State, facing Lake Erie." Since 1959 Dunkirk has been the scene of a dozen separate derailments. At least two pile-ups were classified as major, tumbling runway cars down onto Third Street in the business district. Odd years appear to be the worst. There were two wrecks each in 1965, 1967, and 1969, with none in the intervening years. Almost as strangely, there were no wrecks during summer months in the same 14-year period.

While thousands of dollars of damage were recorded in each of the 12 accidents, no one was killed in those and no serious injuries were reported. Only a handful of persons sustained minor injuries, including two in a wreck in May of this year. Two spectacular pile-ups occurred on New Year's Day in 1964, one on Jan. 28, 1965. In both of them, freight cars left the elevated tracks, which span the length of the city, and tumbled down into the business district, crushing many parked automobiles.

But the city's worst wreck occurred in early morning of July 1, 1919. A westbound New York Central passenger train had just pulled out en route to Cleveland when a hotbox forced the crew to back it into the depot on Main Street. Two hours later, a second westbound passenger train rounded the bend into the city. The engineer signaled with his whistle to indicate he had seen the flagman and was slowing down. However, the air brakes failed, and he couldn't stop.

A witness said the second train slammed into the rear of the first, sending pieces of wood and metal flying in all directions. Eleven persons were killed, 13 were injured seriously, and many others were treated for minor injuries. Since then, Dunkirk has had no fatal train wreck.

Barbara doesn't know why that small city holds the wreck championship. Maybe some railfan living in the area can tell us. ●

A STARTLING but dubious charge was made against railroad managements in an *Oakland Times* editorial dated June 22, 1880; a copy was sent to us by Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611. Entitled "A Premium Upon Murder," it said.

"If a great accident happens to a steamship or to a railroad train, it is to the interest of the company that people should be killed, rather than be saved, if they must be permanently disabled. It is reported that the Steamship Company made no effort to secure passengers at the recent disaster on Long Island Sound, which prompts the *New York Herald* to remark:

" 'It was said at Ashtabula that the railroad authorities would not let people put out the fires that were burning their passengers to death, and the reason given was that for a dead passenger they would have to pay only $5,000, while for the maimed or those who survived with ruined health they might have to pay a great deal more. Was there an attempt to apply the same tactics here? Was it intended that a last ounce of injury should finish those only half broken down by that terrible night?' "

REGARDING a question raised by a reader, I did a little research on the subject of the effects of a sudden stop by a steam locomotive while the fireman was putting in a fire and I found an interesting case in the *Missouri Supreme Court Reports* of 1923.

William H. Martin, a Frisco fireman, received a serious back injury while firing No. 965 for engineer Garner in the Frisco yard at Springfield, Mo., on the night of Sept. 15, 1920. The victim attributed his injury to being thrown up against the iron can-rack just above the firebox door. It happened, he said, when Garner, while shoving ten cars down the switching lead, struck a cut of cars at the speed of ten miles per hour. Martin was incapacitated so badly that he died the following November 20th. His widow sued the Frisco for $50,000 for his injury and death.

The Frisco based its defense on the assertion that Garner had been moving engine 965 at only three, not ten, miles per hour, adding that it was normal to make couplings at that pace without causing injury. Engineer Garner testified that his speed had been three mph and that, although his fireman was thrown off balance by the sudden impact, no complaint of injury was made at that time; so the hogger did not turn in an injury report until after Martin had filed his.

In rebuttal, the widow's attorneys introduced as witnesses Pat Kelly and A. E. Jennings, both Frisco engine-service men. Kelly testified: "If the deceased was putting in a fire when the engine and cars struck the cut on the lead and if the speed was ten miles per hour, then Martin would be thrown up against the iron can-rack and strike it with his back."

Jennings testified: "He would probably hit his shoulder or his side on the can-rack if the engine was going ten miles per hour. But if she was making only three and coupled into the cars ahead, and if the engineer instantly applied his brakes, it would not much more than throw the fireman off balance."

This case should cast some light on what your reader wanted to know. In the event of a hard application of brakes while a man was putting in a fire, he would probably be spun around and strike the boiler-head with his back. It is extremely unlikely that such a move ever pitched a man into a firebox. Incidentally, when the Martin case jury awarded the widow $17,000 the railroad appealed to the state supreme court and had the award cancelled on the ground that no negligence by the Frisco had been proved.

Maybe you are wondering why a Missouri Pacific conductor like myself should be interested in legal cases. Well, in my younger days I wanted to be a railroad claims attorney. I studied law between trips over the road and won an LLB degree, but I decided later that I'd rather run trains after all than give up my railroad career and practice law. William T. Church. (See also his letter on page 12.)

TRASH BY RAIL. By signing a contract to move more than 2000 tons of compressed solid waste a week from Atlanta to a 40-acre landfill near Macon, Ga., the Southern became America's first railroad to move into what promises to be a growing market for rail services. The Southern will supply between twenty and forty 100-ton cars a week and receive $375 for hauling each one. Atlanta is building a $1.2 million processing plant and a track extension linking it with the Southern.

Overseas, the Tokyo metropolitan government and the Japanese National Railways have just begun to transport trash by rail. The waste matter is loaded in air-tight containers that are trucked to special trash railway stations and then hauled by rail to distant waste disposal plants and reclamation sites. Until this past summer, Tokyo depended entirely on trucks for trash hauling, but the city's worsening highway congestion made truck transportation slow and expensive.

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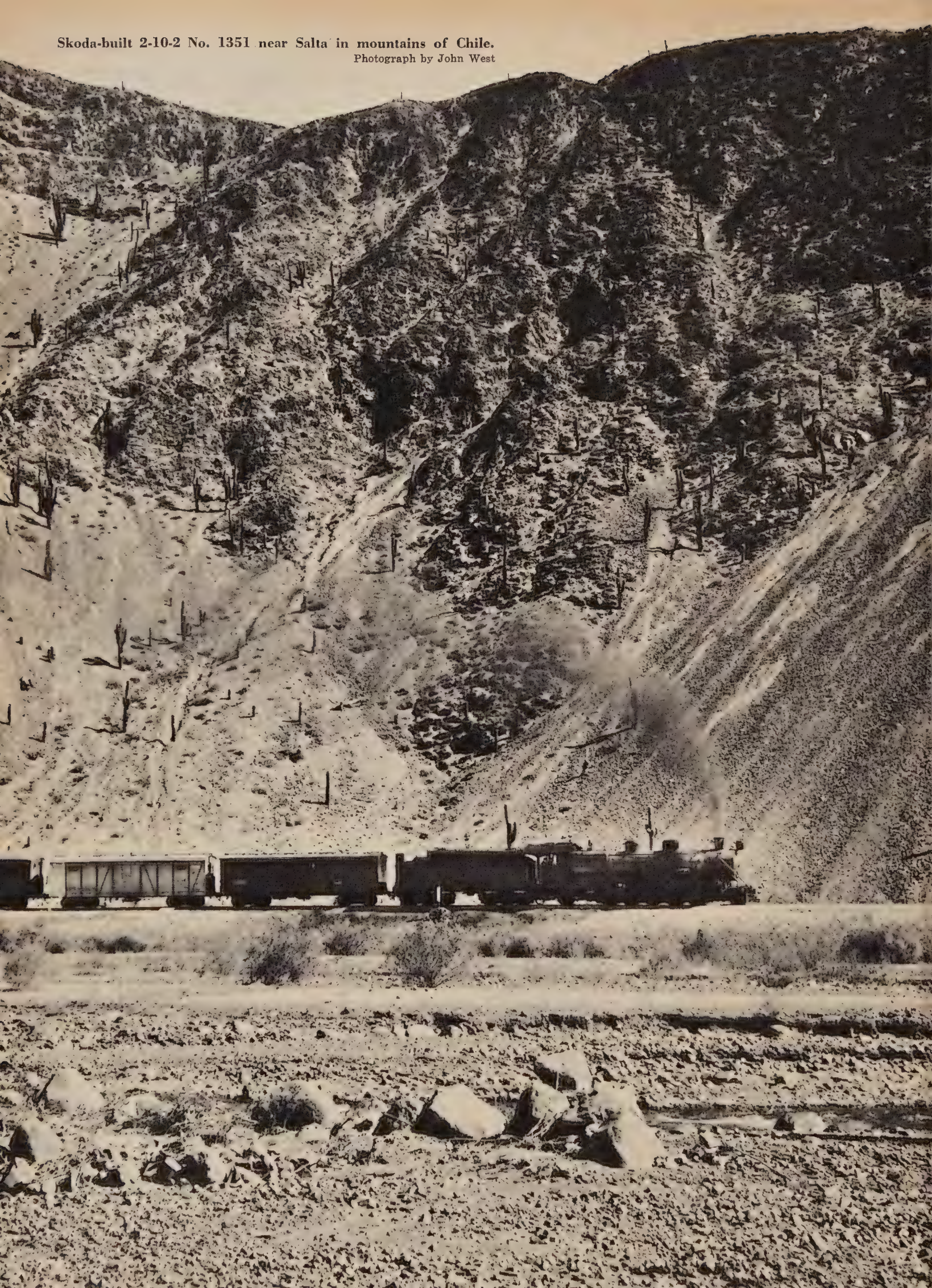

Skoda-built 2-10-2 No. 1351 near Salta in mountains of Chile.
Photograph by John West

London, too, is starting to move its trash by rail. The waste is compressed, loaded into containers, and taken by train to clay pits in Bedfordshire about 45 miles north of the British capital. ●

OVERSEAS. Eighteen more gas-turbine trains are destined for French National Railways. A few weeks ago, a number of similar trains started running in place of diesels between Lyons and Mulhouse.

Special facilities for the blind are being provided experimentally at certain stations of the Japanese National Railways. Included are hand-rails, braille markings on ticket machines, and block markers on the ground to lead passengers to platforms from depot entrances.

Russia has signed an agreement to help build a 125-mile railway in Syria.

Suburban passenger services in Australian cities will get a long-awaited upgrading. The Commonwealth Government will supply two-thirds of the cost of improving public transportation.

For more than a century, announcements have been made that work on the construction of a tunnel under the English Channel was about to begin, to establish direct rail service between England and France. Optimistic members of British Parliament are now betting that the order to start drilling will be issued not later than this fall. The first step on the English side of the Channel is expected to be the sinking of a pilot tunnel before the main excavation gets under way in 1975. There is even talk that trains will roar through by 1980. The tunnel would not include a thoroughfare for motorists.

A buffalo derailed a 60-ton freight train on the North Australia Railway a few weeks ago. The enraged beast charged the train 109 miles south of Darwin in the Northern Territory, pushed the locomotive off the tracks, and left the front wheels hanging over an embankment. The train crew escaped injury, but the buffalo was killed.

South Korea's first electric train went into operation in June on a two-hour, 97-mile run between Seoul and Jechun. The line cost $14.97 million.

Lynda Withers, pictured in hot pants in *Railroad Magazine* a few months ago as hostess on the *Bristol Express* in England, had a one-day change of job recently. She kept the kids happy on a London-to-Torquay excursion, seeing to their needs and handing out free buckets and spades for playing in the sand, reports Joseph Fox, 4 Heatherfield, Holden Ave., North Finchley, London N. 12 8HY, England. ●

DID you know that, many years ago, two men tried four times to rob trains and lost out every time? It's a fact. The men were Brady and Browning. (Maybe some reader can fill us in on their first names.

One night in October, 1894, the year of the famous Pullman strike, two masked gunmen compelled a California railroad trackwalker to flag down the Southern Pacific's *Overland Express* west of Sacramento. Climbing aboard, they forced the engineer and fireman into the express car. Then they grabbed money sacks containing $50,000 and went back to the engine, which they uncoupled for their getaway.

Unloading in a desolate area, they buried the loot by lantern-light for recovery when the pursuit cooled. But they neglected to scout around before departing. Nearby a sleeping tramp had waked and watched them; he lifted the treasure and won fame in San Francisco as a big spender.

Frustrated by the empty hole, Brady and Browning tried again in March, 1895. They rode the first car's front platform on a train east of Sacramento, climbed over the tender, and confronted the fireman and engineer. The latter obediently stopped the train but locked the brakes, then jumped into trackside brush and hid. Stranded on an immovable train, the bandits, swore luridly and disappeared.

A few days later they repeated the same technique. This time, with engine crew under control, the express car's big safe proved impregnable. In disgust, the pair uncoupled the engine and steamed away.

Three weeks afterward they made a fourth try and met another tight safe. This was getting monotonous, so they decided to rob the passengers. Here crime stopped being funny. A sheriff in the day coach killed Browning with one shot and was killed by Brady, who got jailed for life, ending the career of the two train robbers who couldn't do anything right. ●

OLD LANDMARK. In October 1968, Maine Central announced that after the first snowfall it would burn the famed section foreman's dwelling perched high on the cliffs of Mount Willard at the end of Willey Brook Bridge. Then there was talk of a scenic excursion train in Crawford Notch, so the doomed house was reprieved for a while.

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vandalized by souvenir hunters and used for unauthorized, overnight accommodations in the summer months. The threat of personal injury or fire in one of the most scenic forest areas in New England, along with possible damage to track, concerned Maine Central officials. Finally, after a heavy snow cover had been built up, the house was burned to the ground on December 13, 1972, ending its 85-year history. ●

EXCEPT one being kept for possible museum purchase, 27 history-making electric locos with more than 50 years of service have been sold by the Butte, Anaconda & Pacific for scrap metal. The road tried for five years to sell them to other carriers, but there were no buyers. Each unit yields at least three tons of copper. The locomotives were 80-ton General Electric units. The oldest started service on May 14, 1913, when the BA&P inaugurated the world's first railway electrification. At first there were 17 of them. Others were added before World War I.

About 20 years ago the BA&P began to dieselize. Their use of the old trolley electrics diminished until all went out of service nearly six years ago. The road still has two more modern 125-ton road electrics, purchased in the 1950s, which are being retained for possible sale to other users. Al Hooper of Butte, Mont., sent us this news. ●

BEGINNING with its June issue, *Modern Railroads* has a new policy. Editor Tom Shedd announces "It's our intent to have the front covers of this magazine speak more strongly and to the point about ideas and issues related to railroading. This means that our cover illustrations will not simply report photographically on current railroad operations techniques. Instead, they will symbolize and comment on the concepts or subjects of the principal feature article each month."

Modern Railroads' new-style June cover shows a model of a "Golden Freight Car," the first in an annual series of awards to railroads for freight marketing during the preceding year. Penn Central won the 1973 award for its aggressive handling of piggyback and container traffic through a new intermodal division. Honorable mentions went to the Rock Island for grain marketing, the Santa Fe for land-bridge/mini-bridge container traffic, and the Western Pacific for its transportation of modular homes. ●

THE HELLAS EXPRESS is running everyday between Athens, Greece, and Munich, Germany. Harold Glicken, writing for *The Toronto Star,* says it's neither a fast train nor a credit to its Greek name.

But for 40 hours it was home. And somewhere in the middle of Yugoslavia, as it stopped for the fourth time in an hour to pick up a can of yogurt, I took the liberty of renaming it the Hellish Express.

Meeting my fellow travellers was interesting, even educational. However, sharing a compartment with five others for two days can strain even the best of international relations.

My trip began in Athens, with hundreds of fellow travellers laden with water jugs, food hampers, cardboard boxes and carpetbags clambering aboard the rust-colored train.

I had booked a couchette—a necessity for overnight travel on crowded European trains. They feature fold-down bunks—six to a compartment—and come with blankets, a pillow and sheets. By day the bunks fold up, and there's ample sitting room. They cost $3 a night and purchase of one ensures a reserved seat by day.

Normally there are trainside food sellers at larger stations. This time, for some reason, our train went unserviced and the diner had been taken off at Salonika.

A daytime trip through Yugoslavia is like travelling back and forth between Grand Forks and Fargo, North Dakota, on a cloudy fall day. It all looks the same; flat and gray. I read both books I had brought along and played chess for a few hours. Then boredom set in. At 4 p.m., hungry and glum, I looked out to the hallway and saw two men greedily sharing a greasy chicken. When they finished, they wiped their hands on a curtain. ●

SOVIET railroaders must have picked up a few tricks from the American GI railroaders of World War 2 when they used a "Dutch drop" (kicking a car up an incline and letting it roll back into another track), judging from an item in *Mail Car* about the guards on a whiskey shipment.

Back in the summer of 1944, when I was with the 711th Railway Operating Battalion of the U.S. Army in Khorramshahr, Iran, a carload of American whiskey bound for our commanding general's private stock in Teheran was destroyed in a switching accident. At that time I was working a second-trick job in the yard office and Sgt. Albert Bosh, a rail off the Long Island, was the conductor on the south lead job in Khorramshahr yard. The port transportation office told us that a special shipment of whiskey was in the yard bound for Teheran, and for us to handle with care But they failed to tell us that this shipment was under guard with two master sergeants and a major from the general's staff. Evidently the general did not trust his GI railroad men with such a precious shipment and he was playing it safe.

Sgt. Bosh, who made up outbound trains, placed the loaders, who often failed to secure doors on boxcars, and as Bosh didn't want this liquor to fall

Heavy Spanish electric loco used for freight and passenger service going on outside track at Alcazar after being uncoupled from Madrid commuter train. Engineer kept front door open for more ventilation during heat of the day.
Bruce Russell, 33 Lonaine St., Glen Ridge, N.J. 07028

into alien hands, he inspected the car thoroughly. The alcoholic beverage was very secure. Then Bosh asked if maybe they had a couple of bottles not counted on the bill of lading.

"No dice," said the guards.

So Bosh went about his business of making up the northbound train. Now from here on, the facts are rather cloudy as to what happened. Some thought that Ali (Bosh's native field man) failed to set the switch back for the lead after the whiskey car had been kicked into the make-up track. Others said that the coupling hook on the big German-built 2-8-0 snapped and that the cut of rock it was holding onto broke loose and followed the whiskey car into the track. Anyway, a wreck resulted. Whiskey, master sergeants, and the major were scrambled in a heap.

It took several men the better part of an hour to transfer the whiskey to another car—and some of the liquor vanished in the salvage operation. Of course, an investigation followed. But due to the language barrier, Ali couldn't fully explain. The maudlin expression on some GI faces left no doubt of what had happened to the missing spirits. But war is hell, the general found out.—Bill Church, MoPac conductor, 512 55th Terrace Dr., North Little Rock, Ark. 72118.●

Abandonment of Trackage

St. Johnsbury & Lamoille County—98.2 miles, entire line, St. Johnsbury to Swanton, Vt., unless purchased by Sept. 1, '73.

New Mexico Central and Santa Fe—28 miles, Willard to Calvert, N.M.

Baltimore & Ohio—26.78 miles, Fairmont branch, Board Tree to Moundsville, W. Va.

Rock Island—5.2 miles, Lafayette to Toulon, Ill.

Southern Pacific—4.464 miles, Dantoni branch, Yuba County, Calif.

Norfolk & Western—55.8 miles, Waterville to Delphos, Ohio.

Chicago & North Western—20.58 miles, Orange City to NI Jct., Iowa.

Chattanooga Station Co.—0.35 miles, portion of track serving passenger depot at Chattanooga, Tenn.

Missouri Pacific—2.06 miles, Jedburg to Yeatman, Mo.

Monongahela Ry. and Penn Central—10.53 miles, Nemacolin branch, Millsboro to Nemacolin, Pa.

Michigan Central (Penn Central)—37.45 miles, Kalamazoo to South Haven, Mich.

Philadelphia, Baltimore & Washington (Penn Central)—27.35 miles, Columbus to Flat Rock, Ind.

Penn Central—3.7 miles, trackage of Caton & Loudon Ry., London Park to Catonsville, Md.; 0.9 miles, Alliance branch, Alliance, Ohio; 2.13 miles, Farrell to Farrona, Pa.; 7.1 miles, Clermont Industrial Track, Coryville to Smethport, Pa.; 0.2 miles, portion Grand Jct. branch, Chelsea Creek, Suffolk County, Mass.; 17 miles, portion Ridgway Secondary Track; Ridgway to Brockway, Pa.; 13.18 miles, Matthews to Muncie, Ind.; 11.4 miles, Zionsville to Lebanon, Ind.; 32.7 miles, portion Culver Secondary Track, Logansport to Culver, Ind.; 83.6 miles, Kingston to Bloomville, N.Y.; 35.31 miles, portion Mt. Vernon Secondary Track, Howard to Holmesville, Ohio; 15.55 miles, King Creek to Crisfield, Md.

Miles of abandonment listed above, not including StJ&LC, authorized by ICC for June, 1973—442.054.

Proposed Abandonments

Penn Central—Bessemer, Marquerite and Whyel branches, Westmoreland County, Pa.

Chicago & North Western—Tekamah to Lyons, Nebr.; Fairchild to Mondovi, Wis.; Irvington to Bennington, Nebr.; Hayfield to Austin, Minn.

Santa Fe—Cobalt Jct., to Healdton, Okla. ●

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PHOTOGRAPHS OF THE MONTH

No. 11 of the Sandy Pond & Ontario, ex-Narragansett Pier, ex-Bath & Hammondsport, gets some expert attention from general manager Nelson Husted on running board, hoghead-fireman Erwin Kistner working on air pump, and conductor Ken Hojnacki. The SP&O is part of the interesting Rail City Volunteer Fire Department museum and train operation at Sandy Point, N.Y. Steam loco runs on Saturday and Sunday, 11 a.m. to 6 p.m.

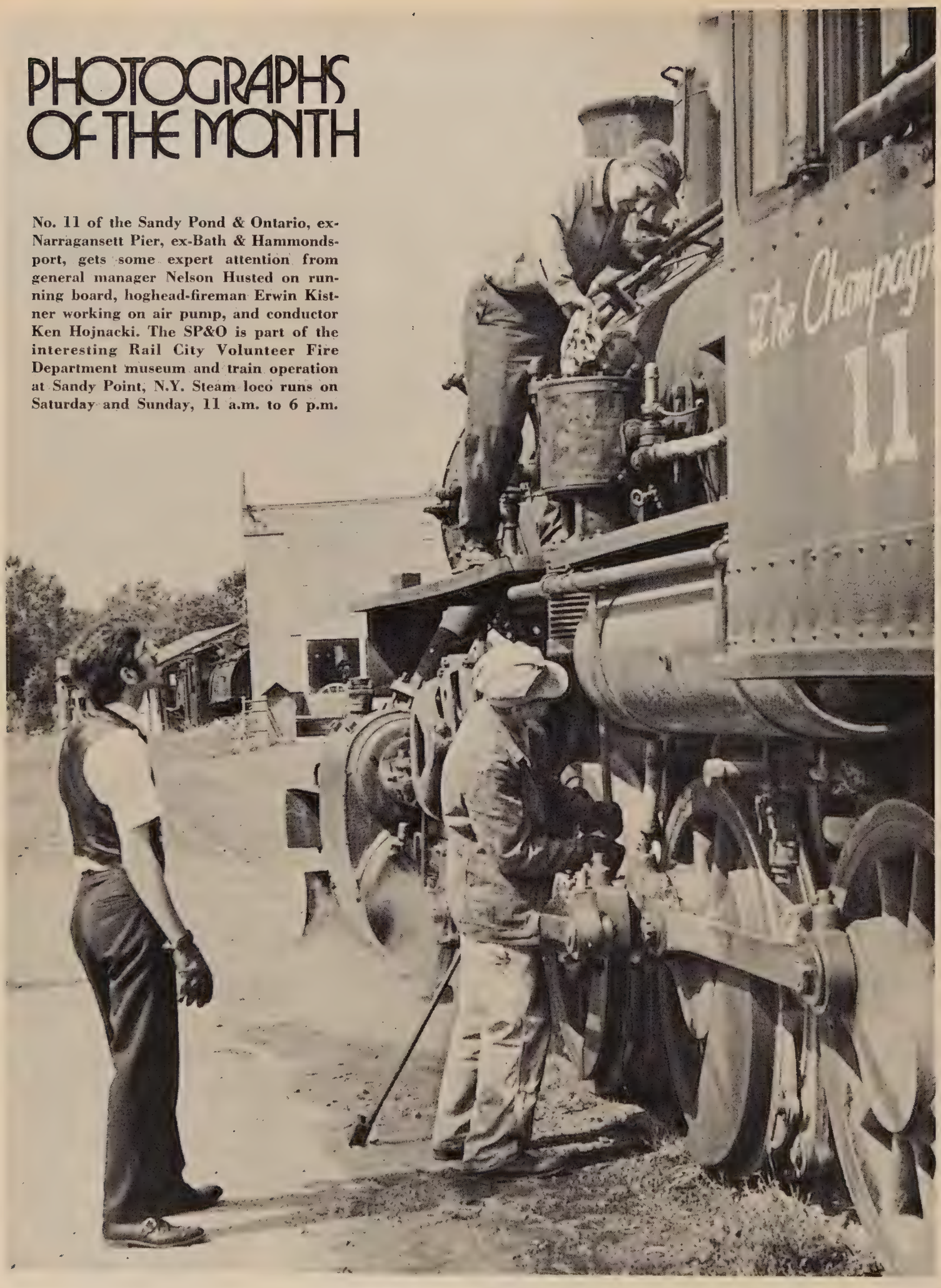
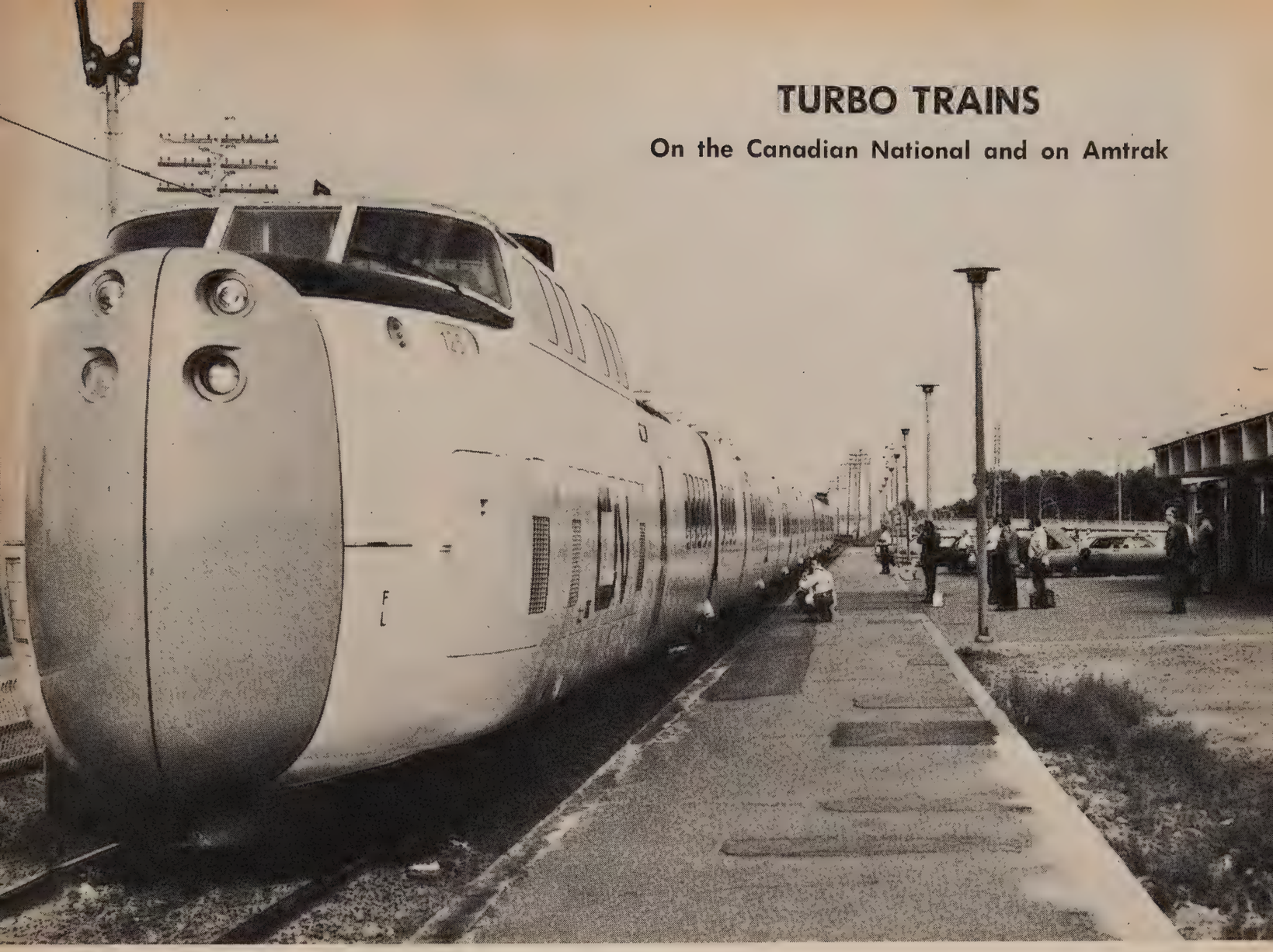


Photo from Kenneth L. Hojnacki, 21 Maxwell Court, Syracuse, N.Y. 13207

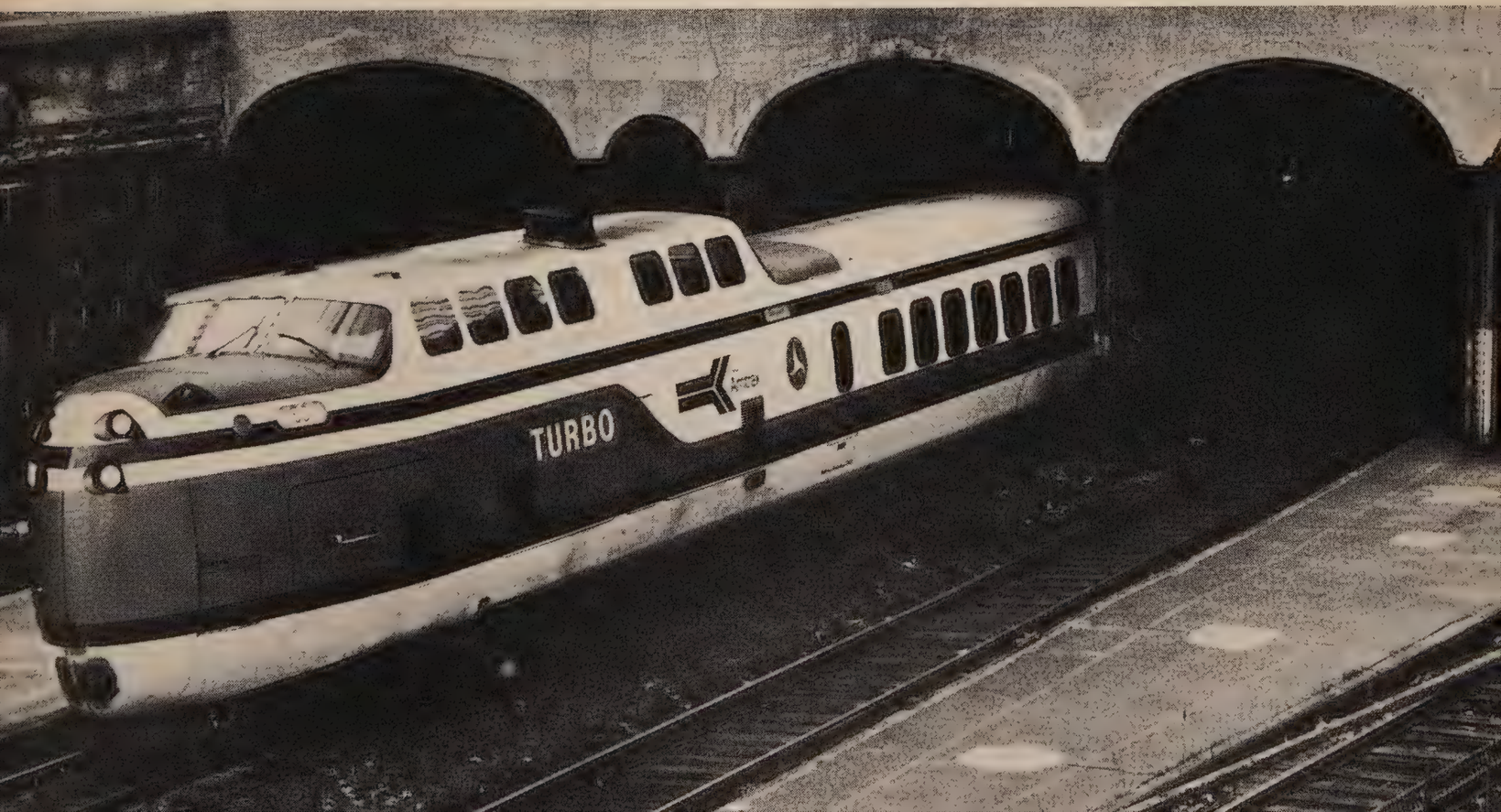
TURBO TRAINS

On the Canadian National and on Amtrak



Canadian National's *Turbo* at Dorval Airport station, Montreal, where air travelers can bypass city's heavy traffic.
Both photographs by Robert Redden, 113 Munroe, Lynn, Mass. 01901

New York-to-Boston Penn Central *Turbo* pauses for moment at Back Bay to discharge passengers before continuing on to venerable South Station. Amtrak now has two expanded *Turbos* with additional coaches on the run between the two cities.



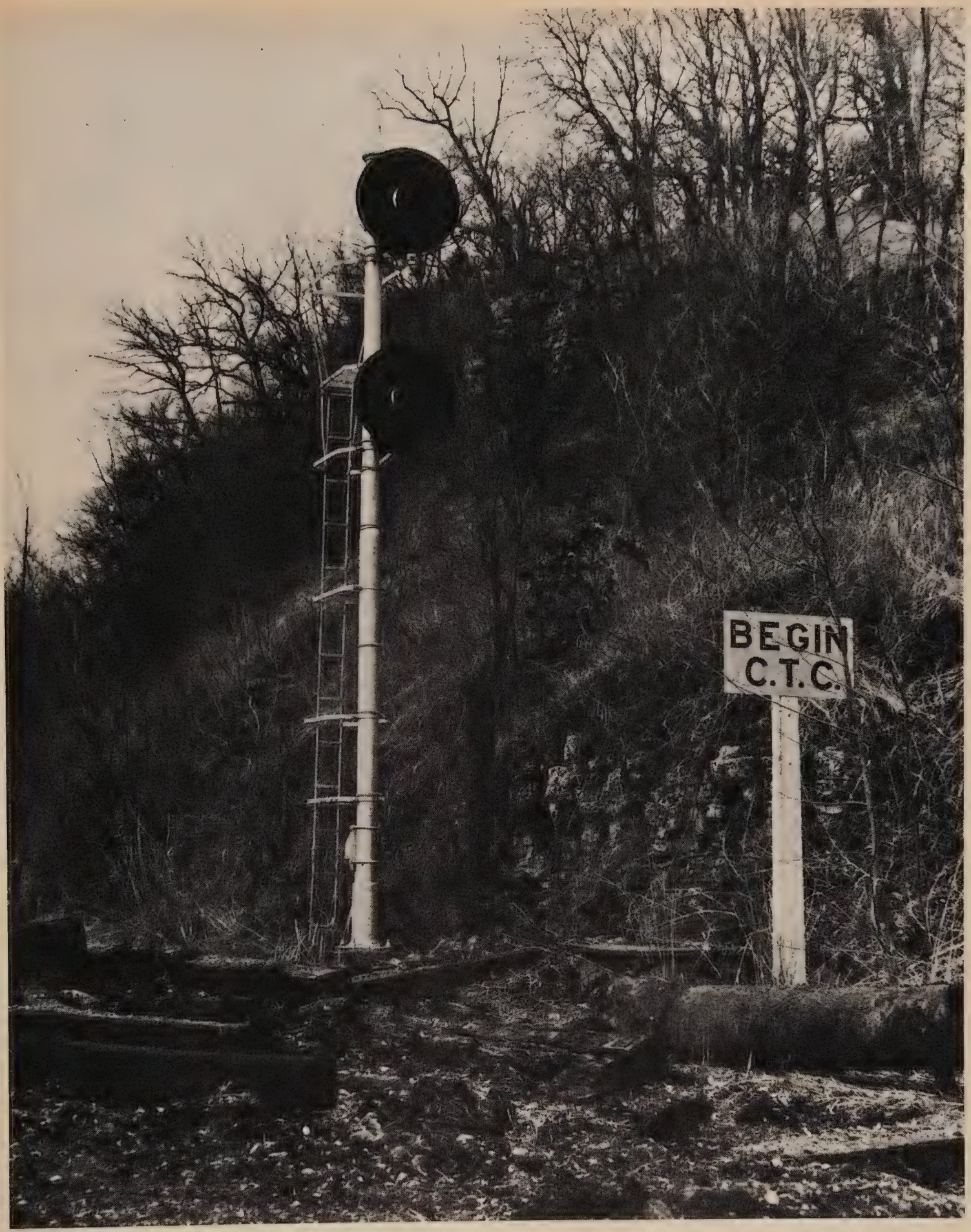
Reading West Trenton local eases into Meadowbrook, Pa., station in Jan. '73.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Richard J. Allen, 14 Ethel St. M.R. 99
Binghamton, N.Y. 13905

Delaware & Hudson Display Train at Tunnel, N.Y., enroute from Binghamton, N.Y., to Wilkes-Barre, Penna.

William T. Morgan, AN, Box 26, Fleet Weather Facility, FPO New York 09571

Deanna Mosher of Kansas City, Mo., gets aboard Reader train July 1, '72 as line's days dwindle down to a precious few.

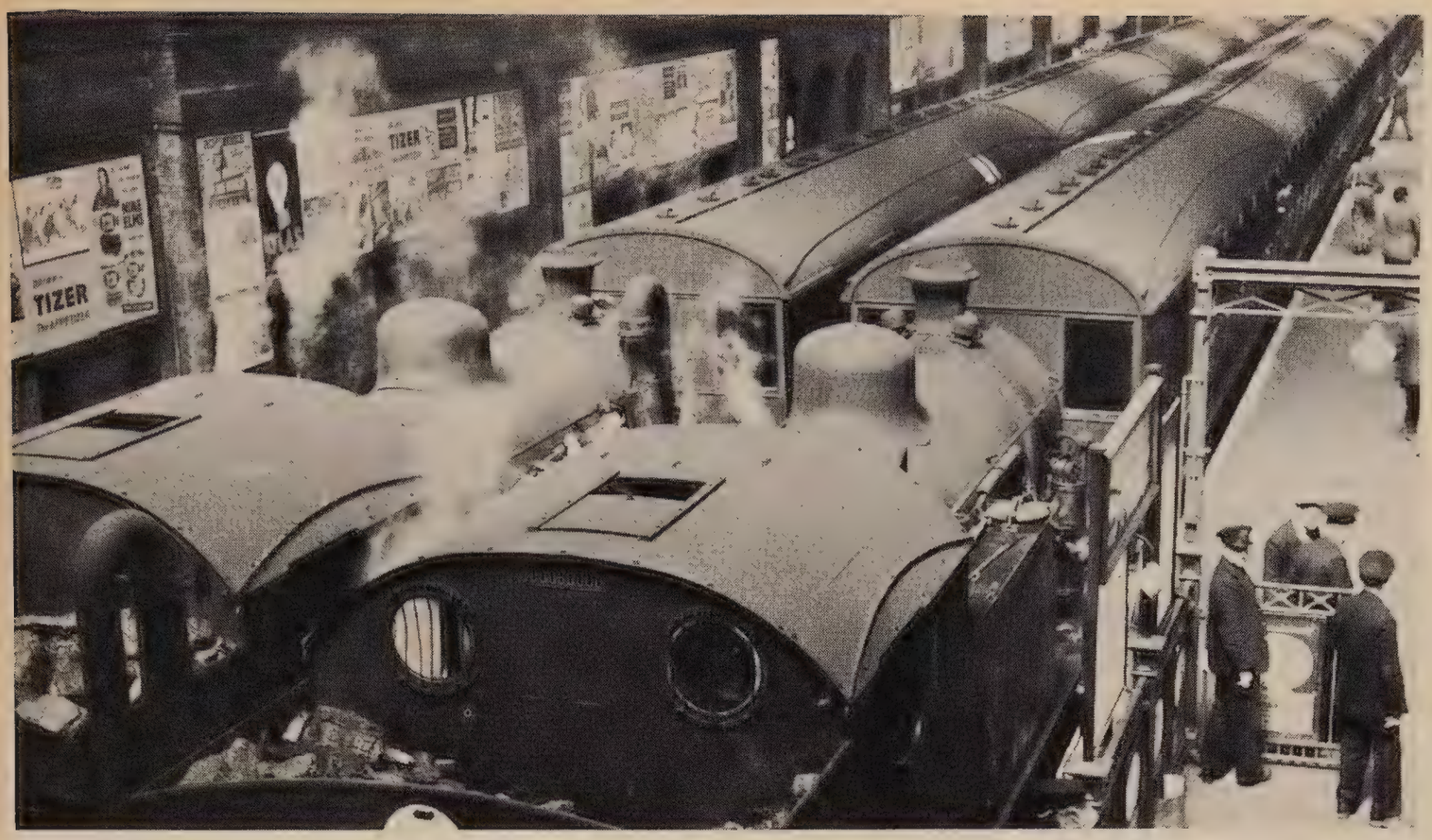


You can't always trust signs. Centralized Traffic Control no longer begins here, and if these block signals should ever flash red or green lights on some dark night they'll be for a ghost train run by a phantom crew on Sept. 31st in the Big Rock Candy Mountains. The photo was made last March 4th after Chicago Great Western and Chicago & North Western tracks had been removed from a Burlington Northern connection with those roads at Galena Junction, Ill. Granger roads had used this right-of-way for countless years.

W. C. Millhouse, 410 Wight St., Galena, Ill. 61036

Diesel trick. Front wheel of pilot of No. 750 on Atlanta Chapter of NRHS fantrip jumps the rails while being turned on wye of Gainesville Midland R.R. on April 15, '73. Accident occurred when she was pushed over a frog on a switch by the Seaboard Coast Line diesel 1340, GP-30. About a 15-minute delay resulted while GM crews re-railed her. No one was injured, and the 470 left Gainesville for Atlanta for the afternoon return trip.

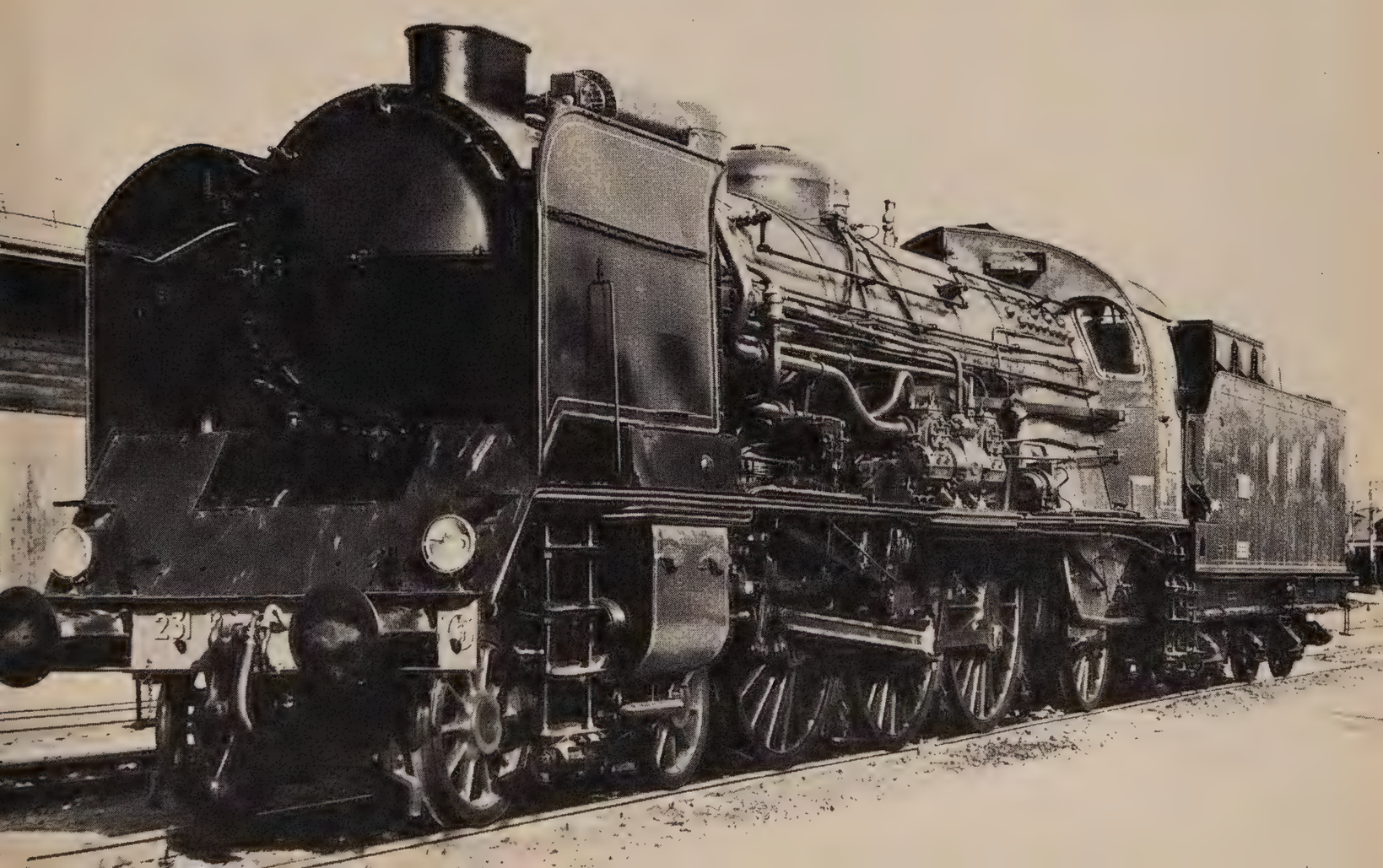
Photographed by Thomas P. Cheesborough



Farewell glimpse of steam at station in Liverpool, England, May 3, 1958, showing street platforms 1 and 2. This time-honored steam suburban, close-interval service was soon to be replaced by overhead wire operating electric locomotives.
Photograph by Alan A. Jackson, courtesy of Al Herskovits

William Lachenal, 8 rue Adrien Ricard, 38000-Grenoble, France

En route to the new National French Railway Museum, Pacific H8, built in 1912 and holding an outstanding road record for fifty years, had a two-weeks rest at the Show of Power held at Geneva, Switzerland. Picture made in October, 1972.



Cumberland Railway & Coal Co. Consolidation No. 52 switching at Springfield Junction, Nova Scotia, on August 10, 1957.
Photographer's address is 101 California St., Highland Park, Mich. 48203

St. Clair River Tunnel locos at Port Huron, Mich., with Grand Trunk Western train (Montreal to Chicago) Feb. 26, '54.

Four Steam Shots by Elmer Treloar

Eastbound Pere Marquette Pacific loco on train arriving in Detroit from Grand Rapids, Mich., on hot July day in 1948.

Wintry snap catches breath of East Tenn. & Western North Carolina freight loco east of Johnson City, Tenn., in '62.

SUITCASE SITTERS

If you're waiting for a train, Sheryn Effird, you are wasting your time. No trains stop any more at the Southern bi-level station in Rock Hill, S.C., which is about to be razed.

Bob Carroll, art director of radio-TV station WSOC, Box 2536, Charlotte, N.C. 28201

Southern Pacific commuters at Millbrae depot in California are swarming out of a modern double-decker train from San Francisco. The lovely damsel relaxing contemplatively in the foreground is Linda Barth. Wonder who she's waiting for?

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Denver & Rio Grande Western GP 30, 35 and E-40 in the snow at North yard, Denver, Colo., April 2, 1973. Locos were repainted for an NBC television movie *Runaway* starring Van Johnson and Vera Miles. The film, scheduled for showing this September, is all about a ski train returning from Winter Park to Denver, with plenty of action along the way. No. 3081 is painted silver with red trim. It was a water-base paint that easily rinsed off on the wash track, leaving the D&RGW black and yellow. 3081 had just returned to service after repairs from her rear-end smash-up near Helper, Utah, in '72.

Greg LePak, 5031 W. Fremont Drive, Littleton, Colo. 80123

It was late at night at the Chicago & Western Indiana roundhouse in Chicago as the ex-Grand Trunk Western 4-6-2 No. 5629 was being prepared for a fantrip in 1967. The veteran Pacific is now the property of Richard Jensen.

Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 67856

Valley Railroad Co. Consolidation 97 (Cooke '26) ready to highball with her first train since 1968 from Essex, Conn., May 1973. She was from Birmingham & Southeastern.
Jeff Barteld, 40 Edith Ave., Saugerties, N.Y. 12477

WHAT MOTIVATED THE BOOMERS?

Bill Knapke's last by-line

William F. Knapke at age 99 holds the first copy of his book, *The Railroad Caboose*, published in 1968.

WHY did the boomers wander restlessly from one railroad job to another? What did they hope to find? These questions have often been asked. My late brass-pounding friend Harry Bedwell, who had the wanderlust from away back, offered this explanation in the only book he ever wrote, a book called *The Boomer*, now out of print:

"You've sat there for fourteen years and during all that time you've never encountered much beyond your desk or work bench. All that interests you comes and goes across that thirty-six feet of square, flat surface. You've never heard the Feather River go raving mad down there a thousand feet below the high iron. You've never listened to the big Mikes snarl in coming up Tennessee Pass. You don't know the smell of magnolias on a wet night down South, nor the tang of the North woods dripping with a night fog. Some day you'll die here, brother; you'll crumple up on this desk or bench and pass away, or else they'll retire you, and maybe you'll die in bed soon thereafter because all the strain has been removed from that tough, old heart of yours.

"Then somebody else will sit behind that desk or work bench and do about the same you're doing now—until it's his time to go out. Where have you been and what will you have seen of all that the good Lord has put in this pretty fair world for you to observe? Brother, you're going this way only once, so you'd better look around now while you can."

Such philosophy long ago sent Harry out onto the boomer trail, from one railroad telegraph job to another, at times a train dispatcher; and thus he tasted much that life had to offer and wrote about it in many stories and one unforgettable book.

Another boomer pal of mine, also named Harry—Harry Kirby McClintock, known as "Haywire Mac"—likewise roamed a thousand hills and the sandy desert and the buffalo grass of lush prairies, wherever the shining rails ran and often beyond them. From the fullness of his heart Mac expressed what he had seen and heard along the way. He was a switchman, a brakeman, a banjo player, a folksinger, and a writer of songs and stories, mostly for *Railroad Magazine*. His name lives on because of one song he wrote and often sang, *The Big Rock Candy Mountains*. Unlike most boomers, Mac worked not only throughout the United States and Canada but even in Africa as well. He should have written his autobiography as a book, but he did sum up his career in these words:

"I and thousands like me drifted from job to job for all of our working lives, following no plan and setting no pattern; yet some few of us profited from those years that you might ordinarily regard as wasted. Jack London was one of our tribe. More than once I hooked elbows with that famous story-teller, the man who wrote *Call of the Wild*—in Johnny Heinhold's 'First and Last Chance' saloon on the banks of the Oakland Estuary and I was even a guest in his home, if you can dignify a rooming-house with that word.

"Another wanderer in olden times was Walter P. Chrysler, who later became an automobile tycoon. I knew him when he was a boomer nut-splitter. Walt learned his trade in a railroad roundhouse in steam days, but he boomed from shop to shop to learn how other mechanics did things. My contact with him was slight, but we both reminisced. Walt told me how he had slept in sandhouses and boxcars when he lacked the price of a bed and how he sometimes battered on back doors when he was hungry.

"I have never regretted the time I spent in wandering, for thus I've seen life and have lived it and have talked things over with fellow travelers. I don't believe in being frustrated. Drain your glass to the bottom, I say. Better do that than decide later on, too late, that life has passed you by without your having really seen it.

"Now I am getting on in years, but have no regrets. When the time comes for me to say good-bye to it all, I will quit the game as a winner. Life put on quite a show for me. But now the show is ending, the lights are growing dim. Out in my back yard at San Francisco, somewhere between the crimson ramblers and the hollyhocks, there waits an Old Man With a Scythe. Some day ere long he is going to tap my shoulders and say: 'Come with me, Mac!' and when he does I will follow him into the everlasting shadows, leaving behind all the bright golden memories.

"Oh, I'm bound to go
Where there ain't no snow,
Where the rain don't fall
And the wind don't blow—
In the Big Rock Candy Mountains."

On April 24th, 1957, in a San Francisco hospital, the Old Gent finally

tapped him. But my friend's last earthly home did not, as he romanticized, include a back yard bright with crimson ramblers and hollyhocks. It was, I regret to say, a few rooms in a squalid tenement house. What a sad ending for a great and generous man like Harry McClintock! Even so, Mac did mostly what he wanted to do, wandered along the boomer trail with a brakeman's club and a banjo, free and independent, having a grand time—and who could ask more? There will never be his like again.

As a third example of boomer philosophy I cite my own career. After holding a variety of rail jobs for years and years over much of the Midwest and Southwest, I wound up as a Southern Pacific conductor before retiring to spend the rest of my days writing magazine articles and one book, *The Railroad Caboose*. My reasons for becoming a boomer were similar to those of Harry Bedwell's and Haywire Mac's.

To sum up: an insatiable urge to see what lay beyond the far horizon, a desire never to be fully satisfied because the horizon kept receding as I advanced in time and space. Yet the seeking has not been altogether in vain, for without it I would never have experienced so much of life as I did. For example, I familiarized myself with the big-city industries, the quiet farmlands, the deserts and mountains. Fields of fragrant new-mown hay, a herd of wild horses staring wide-eyed at our train, a mock-orange hedge, and a rutted wagon road stretching away dustily like a gray ribbon.

That cave in the limestone cliffs of Tennessee with a waterfall in the rear, and a trickling stream and up-bent boiler flue that carried a gushing stream of icy water to slake our thirst while we were eating lunch. The myriad of honeysuckle vines that festooned fences and woodland. Wild turkeys roaming there in the long ago. The roar of our train echoing from the palisades as we rolled beside the Great Father of Waters, its banks but a few yards from the rails. A sheltered cove in which a cabin-boat lay anchored. Dim forms lounging on the deck. The splash of leaping fish. The red gleam of a buoy, its beam twisted and broken by the swirling waters of the mighty river.

The forests, lumber mills, and noisy, puffing Shay engines. A steam locomotive separated from her tender so the latter could be taken across a weak bridge and supplied with fuel and water. A wreck that drove my conductor's head under a caboose stove and stunned him. Fields of wheat growing knee-high and stretching for miles. Liquid notes of meadowlarks. The Wichita Mountains, like great piles of boulders, heaped by Titans, rising from the level prairie. These are a few of the things I have seen in the days of my railroad.

Also a canyon high on the Rockies, deep and narrow, with its bottom obscured by purple shadows, and the sparkling stream running through it like a silvery thread. Cavernous snowshed at Marshall Pass, so lofty that they held not only the main line but passing siding, house track, and turntable as well.

The Black Canyon of the Gunnison, often used as background for Gilbert A. Lathrop's stories, with its serrated walls ascending a thousand feet or more, the walls widening and narrowing as the train wormed its way over that incredible path. The Gunnison River, with a roar like the mighty boom of a pipe organ. The water, glassy where confined between boulders. The Curecanti Needle, that marvelous slim spire of stone that extends upward thousands of feet and was pictured on old trademarks of the Denver & Rio Grande.

That U.S. Geodetic Survey stake, reading 264, now covered by waters of the ageless Salton Sea. That vast bed of salt, resembling a dirty snow bank and paralleling the railroad's course. The geysers, the liquid mud springs, the hot salt water springs, and the cold sulphur springs, all lying in close proximity to each other in that colorful wasteland, the Colorado desert. These and thousands of other memory pictures I gazed upon along the boomer trail. All of which may help to answer the query, "What were you seeking?"

The white-bearded Old Gent With the Hour-Glass and Scythe is no stranger to me, either. Often he has paced by my side and several times he lifted a bony arm as if to tap my shoulder. Pretty soon I'll be hearing his sepulchral tone: "Gotcha, Bill! Time's up!" and I'll go with him to join

"The innumerable caravan which moves
To that mysterious realm where each shall take
His chamber in the silent halls of death."

(*Editor's note*: Bill died on February 24th, 1969, just a few months short of his 100th birthday. This posthumous essay sheds light on what motivated old time wanderlusters like himself. It was, in fact, the last script he ever wrote. Lost in an old file, it turned up unexpectedly when *Railroad Magazine* moved to our present address and has never before been published.) ●

No Mini-Skirts in Those Days

Private car of George Magee, president of the old Fall Brook Railroad, at Watkins Glen, N.Y., in about 1895 (photograph from the Magee family album).
Collection of Daniel Magee Beach, Concord Depot, Concord, Mass. 01742

THE WORLD'S QUIETEST RAILROAD

by Russell Wahmann

Author stands atop road crossing culvert looking at Black Mesa & Lake Powell rails stretching along Kaibito Plateau.
Photographs from author's collection

WITH ABOUT 200 miles of trackage in the U.S.A. being abandoned every month, it is heartening to note the birth of a new railroad: the all-electric and automated Black Mesa & Lake Powell. This remotely-controlled line, 78 miles long, has been built near Page, Arizona, solely to carry coal from Black Mesa, on the Hopi Indian reservation, to the Navajo generating station now under construction near Page in northeastern Arizona, soon to be in operation by the Salt River Project.

This area is the wind-swept Kaibito plateau. As a desert, it is even more bleak than the one Harry Bedwell wrote about in his *Eddie Sand* fiction stories. You might liken it to Death Valley. A crow flying overhead would have to tote its own water and food, for the vegetation there is very sparse —mostly saltbush and gamma grasses among the dunes and sandstone. Rock formations there are staggeringly old. Geologists estimate their age at well over 35 million years! In that region

there used to be an inland sea, millenniums ago, and the average altitude is about 5,600 feet. Although the new BM&LP Railroad is located near the superb canyon path that the Colorado River cut to reach the sea, it is not exactly the ideal picnic spot for a railfan excursion.

Tom Morong and Trent Meacham of the Salt River Project treated me, along with county supervisors, to a guided tour of the new generating station and railroad. Because I am a railfan, the two men showed off their BM&LP with justifiable pride. The railroad will be operated by the Salt River outfit which likewise manages the Navajo Power Project. Also participating are the Arizona Public Service Co., the Los Angeles Department of Water and Power, the Nevada Power Co., the Tucson Gas & Electric Co., and the U.S. Bureau of Reclamation. You wouldn't call it a one-man pike.

The $52.5 million railroad crosses parts of two Indian reservations, the Navajo and Hopi. For many years, life among the once free-roaming Navajos has been relatively quiet and subdued. Theirs is a far-flung community forced to support itself mostly by raising livestock on barren soil, bitterly resenting the injustice and treaty violations that reduced them to such a status.

Curious to know how the impoverished natives felt about the continuous march of the white man's civilization into their domain and how they reacted to the new railroad and the new power plant, which are so alien to their culture, I questioned John Tso. This man, a Navajo himself, is a personnel coordinator for the Project.

"Today," he said, "life is changing rapidly among the Navajos. More than 300 of them have come to work at the generating plant, the railroad, and the mine. To the Navajo in his humble reservation hogan—without television, radios, good roads, telephones, or the like—time as you regard it is hardly vital. It is not part of his culture. He is not used to holding a job in a non-Navajo society where work is measured arbitrarily by the clock and the day is divided into hours and minutes. It will take him time to learn."

But the Navajo and their neighboring Hopis seem to be making the transition. The Project, working with the tribes and the Manpower Development Training Act, is conducting training and language courses to help the Indian qualify for technical jobs.

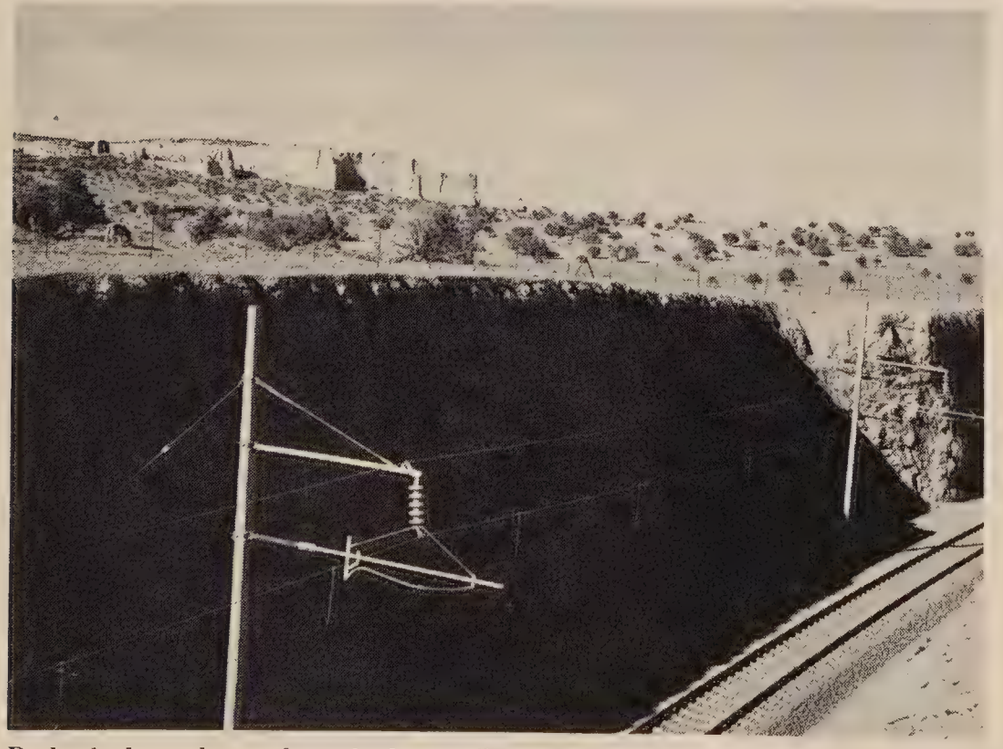
Route of the new 78-mile remotely-controlled, all-electric line in Arizona.

Desolate environment along line's right-of-way on Navajo Indian reservation.

"Many benefits will accrue," said Trent Meacham, construction liaison manager. "Employment during the construction of the railroad and the generating and transmission facilities will peak at approximately 1,800. Following construction, a total of 975 jobs will be available here, with an estimated annual payroll of $9 million. Indians will be given job preference. Coal royalties, lease payments, and other payments to the Navajos and Hopis will exceed $1.8 million annually."

Fences have been erected along both sides of the track for the entire 78 miles. These are made from hog-wire with mesh small enough to stop small animals and sheep from wandering onto the rails. Cattle guards are located at each road intersection to keep out livestock. Blinking warning lights are installed at three locations. About 70 culverts were placed *under* the roadbed to allow sheep and cattle to cross; many are large enough to let vehicles also pass beneath the railroad. In addition, three underpasses were built at the more frequently used road crossings. Right-of-way is leased from the Navajo and Hopi tribes.

Aluminum "clam shell" doors made by Reynolds Metals Co. on specially designed car and hydraulic mechanism are examined by Gunderson, Inc. official. The company built 83 of the cars for the new Black Mesa & Lake Powell Railroad.



Dark shadows thrust through deep rail cut on arid Navajo Indian reservation.

Tom and Trent can quote statistics at the drop of a question, but the fascination for a railfan like myself was naturally in the operation of the railroad itself.

Three electric locomotives, built by General Electric at Erie, Pa., will power the train. Each unit of the E60C class, 6,000 series, cost about $500,000 and will develop 6,000 horsepower diesel equivalent. Track gage is standard. Ribbon rail in 1,440-foot sections is made from 39-foot rail-lengths flash-welded together and covers the entire line. Some 200,000 concrete ties are used, each weighing 750 pounds. Wooden ties are placed where switches are installed. The prime contractor, Morrison-Knudsen Co. of Boise, Idaho, moved more than 6.5 million yards of earth to build the railroad grade.

The Black Mesa & Lake Powell owns 80 blue and yellow four-door, bottom-dump cars, but will use only 73 of them on the train. Each car has a 122-ton capacity. The automated unit train will operate on a 50,000 volt power supply through a series of overhead wires on specially built poles. Running time for the fully loaded train from the mine on Black Mesa to the plant near Page will be about two hours and 40 minutes. Return time, slightly less than two hours. Average round-trip speed will be about 35 miles per hour. Plans call for three round trips daily, six days a week. Turnaround time at the unloading point will require about 20 minutes and be done automatically by electric control while the train is moving.

Each trainload will weigh some 10,000 tons. The generating station could consume about 23,000 tons of coal daily if operated at full capacity. However, average daily consumption will be only 17,000 tons. Automatic controls are part of the $2.3 million package purchased from GE. This train may be the only one on earth to use a 50,000-volt power supply. Electronic sensors are installed in the concrete ties to give instructions to a small com-

Bleak, sun-parched land of a few isolated Navajo family dwellings along route of the BM&LP Railroad.

Walking from shade inside culvert under Navajo Highway 22 out into blazing 100-plus degree sun along rails of BM&LP.

puter in the lead loco. Most of the instructions deal with speed, but the computer also handles such functions as blowing the whistle at road crossings. A human observer in the lead engine cab will assume control in the event of difficulties for which the computer is not programmed.

About $200 million has been added to the costs to insure environmental protection for such factors as air-pollution and dust control, ash disposal, and protection of the water quality in Lake Powell. The claim is made that this will be the "world's quietest, cleanest railroad." Electric locomotives are pollution-free and much less noisy than diesels. Welded rails will reduce the noise level even further. Special loading and unloading controls will keep operations virtually dust-free. At unloading, the train will pass at ground-level over a covered underground conveyor system, and the bottom-dump cars will empty into it. Conveyor belts will take the coal out to storage or directly to the generating station for fuel.

The "landlocked" BM&LP has no rail connections with other lines. The city of Flagstaff, Arizona, on the Santa Fe, is the nearest rail connection. So the whole train must be delivered by motor-truck to the generating plant 140 miles from the Santa Fe yards at Flagstaff. "Shoo-flys," or short detours, have been built around many bridges on U.S. Highway 89 to accommodate the extra-heavy loads from "the world's quietest railroad." ●

The BM&LP 6003 with generating plant equipment, Santa Fe's Flagstaff yard.

Juice loco ascending 1000 feet to the Kaibito Plateau passes jagged vermillion cliffs in background. Marble Canyon and the brown, swirling waters of the Colorado River are in valley below. Pipe truck gives push up hill.

THE MIDDLE ORDER

by E. S. DELLINGER

MAC DRIFTED West one summer during the Depression and hired out as student brakeman on the Granite Mountain. The men on the Canyon Division assumed from his name that he was some poor relation of their rugged, hard-boiled superintendent, Angus Mackay.

He wasn't exactly the railroad type, whatever that may be, with his slim boyish looks, his soft-spoken manner, and his smooth white hands. To the bronzed rails who drove heavy freights and giant stoker engines through the Rockies, he seemed very much out of place. And he was.

They resented him at first. Angus had been expecting them to take a student on a mountain job where students were never hired, especially when there were experienced furloughed trainmen in every terminal begging for work on the iron. But they couldn't stay sore for long at a shy youngster who really tried to learn and tried to please.

Mac was not an apt student. He was awkward and didn't think fast on his feet. When they saw him feeling his way cautiously over car tops, or hurling himself at the tricky ladders, they shook their heads and wondered if he'd ever learn to be a brakeman. Even so, Mac was interested in every angle of his work. His peculiar mania was for train orders. He insisted on reading every tissue they received, and when the run was through he carried them home to add to the collection he had been building since he was twelve.

Then in late fall he caught a run on the smoky end of a drag east out of Bagdad with Andy Anderson at the throttle. The afternoon was perfect. A mild sun gilded the mountains. Mac rode the tops, kicking his heels against the sidewall of a boxcar, peering down into deep black chasms or out over groves of aspens yellowing from the autumn frosts.

He was alert, always alert. He figured every meeting point. At each one, he went over the tops and out onto the pilot, ready to run for the switch so that Andy would not have to stop on a heavy grade. Then, heading out, he stood on the ground, and watched the train run by him, looking and sniffing for hotboxes and dragging brake beams. But he found nothing on the way up, nothing at Portal when they inspected the train before going down into the long tunnel.

Through this Aspen Tunnel, the tracks went down five hundred feet in the five miles from Portal to Muleshoe. Time card restrictions limited speed in it to twelve miles an hour and required engineers to use a full hour in running from station to station.

Anderson was an independent young runner, irked by rules and regulations. He had often said this speed restriction was pure baloney. If passenger trains could run through the tunnel at fifteen miles an hour, why couldn't freights also? To prove it could be done, he sometimes went down in fifty minutes, or even forty-five when he thought he would not get caught. But today Andy was running conservatively. Before entering the tunnel, he let the cars roll a little way, then set his brakes to slow them down.

When he released his air, Mac heard a terrific clatter beneath the car he was riding. The kid scrambled to his feet and swung a wild stop sign. Andy answered it promptly, slamming on the brakes and whistling out a flag to the rear.

Mac slipped lightly down the ladder, dropped to his knees, and peered under the car. He soon found the trouble. A pin had come out of a brake-hanger. The brake-beam had come loose and one end was dragging on the ties. Mac backed out and hurried down to the engine for tools to take it off.

The engineer returned with him. They removed the beam and dragged it off the track. Conductor "Beanpole" Stohl, lean and slightly bent, came over to see what had gone wrong.

They had been delayed twenty minutes, but Andy, always hunting excuses to speed through the tunnel, said: "Let's

not report this one, Stohl. We'll keep our mouths shut. I'll let 'em roll out of here pretty fast, and we'll be home for a couple of hours of dark sleep."

Mac set up his retainers before entering the tunnel, perched on a boxcar twenty behind the engine, and rode down into the long black bore.

NO OFFICIAL report was made of the delay; but somehow Big Mac at division headquarters got wind of it. He summoned both the engineer and conductor into his office. He gave Stohl twenty brownies for not reporting the delay and the rule violation. He gave Andy thirty, reprimanded him severely, and threatened to fire him if he ever again exceeded the speed limits.

Because little Mac was big Mac's nephew, the crew jumped to the conclusion that the lad had squealed on them. Anderson collared him in Bagdad and accused him of it.

Mac denied it bitterly. "I didn't tell nobody nothing, Mr. Anderson. Not even my own mother."

"Well, if you didn't, who did?" the runner demanded.

"I wouldn't know, Mr. Anderson. All I know is that I'm not a squealer."

Anderson knew the rest of his crew wouldn't talk. It never occurred to him that there might have been riders on his freight who had spilled the beans or that the brake-beam they hadn't reported might have been seen and investigated. Andy chewed the kid out mercilessly and warned him finally: "If you're ever called to ride a train with me again, you'd better mark off and let them call another brakeman—if you know what's good for you."

After that, things began to get tough for little Mac. No one was sure he hadn't squealed on Andy. Some of Mac's former friends snubbed him. When he blundered on the road he found criticism instead of brotherly advice.

Too many calls just happened to come on stormy nights and too few on fair ones. But Mac never refused a call. Through snow and ice he rode the tops down the mountains, turning up retainers and keeping watch over his trains, waiting for a chance to prove himself, hoping to live down the distrust of the crews.

His next call with Andy Anderson came in dead of winter. It was for three thousand tons of dead freight with a huge stoker-fired hog for power.

He did not mark off, as Anderson had advised, but took the call and went to the roundhouse for the engine. Neither Anderson nor the fireman greeted him. He backed them out to the train yard, coupled them into their drag, coupled the air, and waited beside the engine in the snow.

When they were ready to leave, the conductor handed the engineer a fistful of flimsies. Because rules required it, Anderson read them and passed them on to Mac. The youth studied them carefully.

One ordered engine 5435 to run extra Bagdad to Piedmont. Another read: *Exa east eng 5435 meet exa west eng 5440 at Muleshoe.* Muleshoe, being east of the divide, this meet was at least seven hours away.

Lest crews forget such distant meets, the mountain dispatchers, who were commonly regarded as the best in the world, followed the practice of putting out to each crew near the meeting point a reminding order. This was known as a "middle order." Being *only* a reminder, it was usually written in the exact wording of the original.

Mac had never seen a middle order among the flimsies he had collected before coming West, but the mountain crews praised their dispatchers for using them. The young brakeman told himself they would probably pick up a middle order at Portal. He started to check with the engineer, but Anderson cut him short.

"I've read 'em, Mac," the hogger said curtly, and put them into his overalls.

FROM BAGDAD up to Aspen Tunnel, the drawbars were never slack. In those sixty miles, the rails climbed nearly four thousand feet.

This time, Mac watched for miles as the heavy drag climbed through short tunnels, over high trestles, and along precipitous granite ledges whose feet were buried in drifted snow. He watched the wheels roll around sharp curves and hairpin turns, hosing up toward Portal. He listened to their clack and squeal as the big engine, helped by a Mallet compound cut in near the middle, lifted tonnage toward the roof of the western world.

Early winter night came down on the Canyon Division and darkness settled over the mountains. Icy wind sent fine snow sifting into cuts. Driving wheels slipped on the slick rail and slowed them to a crawl. It took eight hours instead of the usual seven going up to Portal. That was the inspection point on top of the pass. Rigid rules required trainmen bringing freights up from the west to inspect them thoroughly and test their brakes before going down the fifty-mile slope to Piedmont.

Since their extra was meeting a passenger train there, Anderson pulled into the long passing track. The order board was blood-red when they passed the telegraph office, and the operator was out with a hoop. The fireman picked it up, slipped the order out, read it, and handed it to the engineer with the remark, "Just a middle order."

Mac didn't see what Anderson did with the tissue but assumed that the runner would read it before putting it away. He himself had no time to read it then. Dropping off the engine, he started back to help take care of their train.

Anderson did not read the order then. He thought middle orders were only for dumb hoggers who could not remember meeting points. This one having been read and passed on by his fireman, Andy stuffed the flimsey into his overalls and forgot it.

Both engineer and fireman were busy all the time they were there. Anderson oiled and inspected the engine, handled the brake test, and helped his tallowpot to clean the fire and dump the ashpan. They then crossed the track to drink coffee and eat a wedge of pie at the boxcar cafe behind the station.

Mac was busy, too. He helped inspect their seventy cars and test brakes on them. Everything was in perfect order. Number 3 ran. He opened the switch and swung a highball. A light on the rear repeated his signal. Anderson whistled off, started six million pounds of train rolling toward the tunnel, and tore down the steep descent to his meet with extra 5440 at Muleshoe.

Mac knew that by timecard direction eastward extras were superior to westward ones. His train would, therefore, hold the main line at Muleshoe, unless otherwise directed by train order. Remembering he had not seen the flimsies at Portal, he climbed into the cab and asked: "What did we get on the board, Mr. Anderson?"

"A middle order."

The engineer made no offer to produce it, but Mac stood on his rights, asking if he might see it. Anderson reluctantly fished the order out of his overall pocket, and handed it to him.

Mac read it—read all of it: *Exa east eng 5435 meet exa west eng 5440 at Muleshoe.* This much was a repeat on the order received nine hours before in Bagdad; but the middle order also said: *Exa 5435 take siding.*

This last sentence, which had not been in the original flimsy, changed the entire picture of the meet at Muleshoe! Instead of going down the main line to the east Muleshoe switch, the train must now stop and head into the passing track at the west switch just below the mouth of the five-mile descending tunnel.

Mac had always checked orders to his engineers when he had read them; but, recalling how Andy had snarled at him at Bagdad, he did not offer to repeat this one. He handed it back. Anderson put it into his pocket. The yough hurried away to handle retainers on his train.

ANDERSON exceeded no speed limits on this trip. Big Mac's stern discipline had broken him of that. He used a full sixty minutes in the tunnel. Near its mouth, at almost the exact spot where he would have slowed for the brakeman to open the gate and head him into the passing track, Andy set his air.

Little Mac came through the cab, and went out on the pilot, ready to drop off to open the switch. But he soon realized that Anderson was not slowing for the switch and was not intending to head in. The hogger kicked off his brakes. The big wheels rolled faster. Mac swung him an easy sign, then a stop sign. Andy whistled off, kept right on rolling.

Mac left the pilot like a flying squirrel, hit the ditch, turned a somersault, leaped to his feet, and grabbed the engine running by. He flew up the steps into the cab. Stumbling to the engineer's box, he asked, "What'n hell you goin' down the main for?"

"Because I don't want to smack another train in the passing track."

Mac persisted, "But your order told you to take siding."

"Like hell—" Andy hushed, remembering he had not read his order, and jerked off his glove, clawed the order out of his pocket, and read. *Extra 5435 take siding.*

At some passing tracks, his blunder would have involved little danger. Muleshoe was different. The roadbed was carved out of the granite mountainside. To the left, a rocky wall rose sheer for two hundred feet; to the right, a cliff fell away to the gorge below.

He quickly used emergency air, bellowing: "Run, Mac! Grab two fusees and run like the devil!"

Mac was not in the cab to hear. He had snatched his flagging kit, hit the dirt, and was racing down the passing track as fast as his spindly legs could carry him. The train speed increased. Anderson, having just released his air, could not get full emergency; but the air he had was soon taking hold.

At first, little Mac gained but slowly on the engine. Then the speed tapered off, and he raced past the pilot and down the steeply sloping track. He could not see three hundred feet around the curve, but he could hear the earth-shaking bark of the 4550's exhaust laboring wearily up the grade.

He turned the curve and met the headlight's glare. Instantly he swing a red fusee across the track in a washout stop sign, and circled it viciously, fairly screaming: "Back up, quick!"

Instinct winged the thinking of the extra's engineer. He reversed, went shoving back. Mac heard the 5435 close behind him. He raced ahead of her, and when she stopped, he followed the retreating extra and flagged it down below the east switch.

Engineer Tim MacQuade of the 5440 left her cab, came hotfooting it up the track to meet him and asked, "What are you guys doin' out here on the main line?"

"Ran by the switch, of course."

"Yeah? From the sound of your air pumps, you must have a long run."

Mac said nothing, but followed as the engineer strode up the track. They met Anderson and the fireman coming down. Anderson was clutching the order in a tense, clenched fist.

"It's on me, MacQuade," the runner croaked dismally.

"It's on me," the fireman contradicted. "I picked up that order, never read all of it, and told Andy I thought it was only a middle order."

"Didn't you read it?" MacQuade shot the question at Andy.

"No, I didn't. I was tied up—I guess I put it in my pocket and—"

"Why didn't *you* read it then?" MacQuade said accusingly to Mac.

"I did," the young brakeman flung back. "If I hadn't, we'd all be down in that gorge with two trains piled on top of us like sandwiches!"

Both conductors joined the group, held a serious council and talked strategy. All knew the penalty for misreading a train order. All agreed that, if the affair were reported to the office, Anderson would never pull another train on the Canyon Division for as long as he lived.

But there had been no wreck, no damage. Not a wheel was off the iron. Delay was slight. So the conductor of the 5440 said: "We'll pull into the passing track, let you fellows by, and forget this here thing ever happened."

"Forget nothing," said Anderson. "I won't let you fellows risk your jobs to cover up my blunder."

"There'll be no risk," the conductor argued. "Only six of us know what happened here tonight. We can easily keep the secret."

"Five of us might," Andy muttered, glaring at Mac.

The little brakeman glared fiercely back. "If it's me you're worrying about, Anderson," he said harshly, "you can sleep in peace. Just because I'm Big Mac's nephew is no reason I should be an informer. If you want to keep this matter under your hat so you can hold your job and go on pulling freight over the mountain, I'm with you all the way."

He offered his hand to Anderson.

"I believe you," the hogger said with a smile of relief, "and about that broken brake-beam, too."

He grasped Mac's slim hand in his thick one. The two of them turned and strode side by side to their engine. ●

Detroit, Toledo & Ironton Railroad

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
200-204	2000	GM-EMD	GP38	B-B	65,250	261,000	1966	
205-206	2000	GM-EMD	GP38	B-B	66,250	265,000	1969	
207-214	2000	GM-EMD	GP38	B-B	65,375	261,500	1970	7
215-220	2000	GM-EMD	GP38	B-B	65,675	262,700	1971	7
250-252	2000	GM-EMD	SD38	C-C	92,750	371,000	1969	
253-254	2000	GM-EMD	SD38	C-C	92,700	370,400	1971	
350-353	2500	GM-EMD	GP35	B-B	65,000	260,000	1964	1, 9
354-357	2500	GM-EMD	GP35	B-B	65,000	260,000	1964	1, 9
400-404	3000	GM-EMD	GP40	B-B	65,350	261,400	1968	
405	3000	GM-EMD	GP40	B-B	65,350	261,400	1968	
406-413	3000	GM-EMD	GP40-2	B-B	65,500	262,000	1972	
900-901	600	GM-EMD	SW1	B-B	57,700	231,000	1941	2
910-916	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	3, 4
920-924	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4, 5
950-954	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	6, 7
955-961	1500	GM-EMD	GP7	B-B	63,750	255,000	1952-3	1, 6
962-963	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	
964-973	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	7, 8
980-989	1750	GM-EMD	GP9	B-B	63,750	255,482	1955	1, 8
990-992	1750	GM-EMD	GP9	B-B	63,750	255,482	1957	1, 6

Roster is based on data from DT&I mechanical engineer, U.S. Sugar traffic manager, Republic Steel trans., labor and docks dept. supt. CWP&S's president and gen. manager, ICG gen. supt. motive power, Precision National traffic manager. It is accurate as of December 28, 1972. Locomotive builder is GM-EMD, General Motors, Electro Motive Div. Tractive effort is given in pounds at 25 percent adhesion.

(1) DT&I purchased Wabash 601, 614, 620, 713 for direct shipment to GM-EMD in trade for 350-353 (1964). DT&I units 959, 983, 985, 991 were wrecked at Denver, Ohio (1963) and traded to GM-EMD for 354-357.

(2) 900-901 were rebuilt to SW8's in 1952. Sold to McLouth Steel Co. in 1958, renumbered 10-11.

(3) 910-911 were sold to the Chicago, West Pullman & Southern in 1961, renumbered 49-50. CWP&S 49 was sold to George R. Silcott; then to Weyerhaeuser, renumbered D-10; then to the Texas, Oklahoma & Eastern, renumbered D-10. CWP&S 50 was sold to George R. Silcott, then to Interlake Steel. CWP&S claims these units were sold to Precision Engineering. 914 was sold to George R. Silcott (1961), then to the Mississippi Export, renumbered 62 (1961); then to Whisler Equipment Co. (1965); then to George R. Silcott; then to the Marinette, Tomahawk & Western, renumbered 62 (1966).

(4) 912-913, 915-916, 920-921 were sold to Hyman-Michaels (1970).

(5) 922-924 were sold to Republic Steel (8/71, 6/71, 6/71), renumbered ?, 136, ?.

(6) 950, 955-958, 960-961 were sold to the Illinois Central Gulf (11/72) and have been—or will be renumbered 7982-7988. The 992 was sold to Illinois Central (5/72), was inherited by ICG, and has been—or will be—renumbered 8272.

(7) 954 and 967 were wrecked at Springfield, Ohio (1969) and sold to GM-EMD in trade for 210 and 217.

(8) 968-971 were sold to Precision National (8/71). 968 was resold to U.S. Sugar, renumbered 968. 969-971 were renumbered PN 969-971. 980 was sold to Precision National, renumbered 980.

(9) 350-354, 356-357 were rebuilt with 645 engines. ●

Engine Is Named for Him

Ed Collins, engineer, in cab of Shay 1925, Bear Creek Scenic Railroad in North Carolina, talks about the line with a visitor Mrs. Bonnie Thiebeau from Versailles, Ohio.

W. Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803

There's plenty of sky out West, where Amtrak's Dome Lounge cars are popular, but there are also a lot of mountains and trees, and rivers and lakes to see. This car is on the *San Francisco Zephyr.*
Amtrak photograph from Walter W. Hubbard

PASSENGER TRAIN SURVEY

AMTRAK celebrated its second birthday by rolling its first completely refurbished passenger train, the *Broadway Limited*, out of New York on its way to Chicago. Amtrak is bringing back the days of name trains with renovated versions of the *Panama Limited*, *Coast Starlight-Daylight*, *Silver Meteor*, and *Merchants Limited*.

It has been said that Amtrak is "riding the rails in search of its own lost generation." This means, according to Harold L. Graham, marketing vice president of the quasi-governmental operation, that it faces a serious generation gap of 20 to 25 years.

"There are people under 25 who have never in their lives ridden a passenger train," he says. "The pendulum went all the way in one direction, but now it's swinging back."

Studies made by the Federal Aviation Administration show that air travel between Washington and New York rose only 3 percent last year, while train travel jumped 18 percent, largely due to the attraction of the *Metroliners*. The number of air passengers between the two cities was still more than double the number who went by train, but the trains are steadily cutting into the airline market in that corridor.

Even so, despite strong efforts made by the National Association of Rail Passengers and other organizations to save the *Floridian*, Amtrak guillotined the train on August second. This was Amtrak's answer to proposals made by the astute Anthony Haswell, chairman of NARP, for greatly improved rail service between the Midwest and Florida before the House Commerce Committee.

"We believe Chicago-Florida passenger runs should be continued and expanded," he had urged, "so as to reach more people. The St. Louis-Kansas City service also should be retained and speeded up. We feel, too, that if Amtrak carries out its plan to drop its St. Louis-Pittsburgh service, it should set up new connecting trains linking Columbus and Dayton to the East Coast."

PENN CENTRAL has drawn heavy fire from Amtrak. The National Railroad Passenger Corp., to cite Amtrak's official name, charges PC with giving far better figures for on-time train performance than facts justify, along with ballooning its passenger-cost figures and understating data on the revenue it collects for Amtrak.

Amtrak made the allegations to the Interstate Commerce Commission. It asked the ICC to suspend a proceeding in which the Penn Central seeks higher payments from Amtrak for running passenger trains.

But in Philadelphia, Penn Central trustees rebutted the charges, saying Amtrak "has once again" tried to delay ICC action through a "patently dilatory pleading" that didn't contain "a shred of justification."

Amtrak said its review of the PC train-sheets showed only 53.4 percent of its trains arrived on time, or within five minutes of the schedule. An on-time performance of 70.6 percent was reported by the line to Amtrak and was included in Amtrak's own reports to Congress and to the public.

Amtrak sampled monthly on-time sheets back to November 1971, when daily reporting by the railroads began, and found similar discrepancies, it said.

A greater gap occurred on the New York-Washington, D.C. *Metroliners*, according to a supporting memorandum submitted for Amtrak by Arnold & Porter, a Washington law firm. That memo said Penn Central reported Metroliner on-time performance at 63.8 percent in April, but that its train-sheets showed only 30.7 percent of those trains arriving on time that month.

"ON JUNE 12TH at 8:10 p.m.,"

writes J.A. Caper, 1200 Edgewater Dr., Cleveland, Ohio 44107, "the Chicago-Detroit Amtrak train pulled into Kalamazoo, Mich., with four coaches and on the tail end a Penn Central business car, No. 4. Resplendent in white, a PC vice president's private porter stood on the rear platform, grinning proudly just like it was 1929 again and the Pennsy and New York Central were still among the world's greatest railroads. To see all the spit and polish on the end of the 8:10 you'd never guess the old days were gone forever and the once-great carrier was now begging for public handouts. I didn't actually see the brass collar in car No. 4, although I peered through the windows. The referee who administers the affairs of the giant bankrupt road should be more than a little interested in how the publicly-funded subsidies and the gleanings from defaulted obligations are being spent."

LAST MONTH we reported that Grand Central Terminal, adjoining the *Railroad Magazine* office in New York, was likely to be closed in the eerie hours of early morning. Well, it now is. Between 1:30 and 5:30 daily the doors of the great edifice, for the first time in its 60-year history, are shut to the public. This will continue for the indefinite future.

There was very little business, said the railroad men, so we cut out the few unprofitable owl trains. At 1:30 sharp on July 2nd, the last train—for Rye, Scarsdale, and North White Plains—rolled out, heading north. By 2 a.m. only the drone and whoosh of the floor-cleaning machines could be heard.

"I'm happy about it," says Edward V. Quinn, general stationmaster there since 1951, "really very happy."

While the real cause of the four-hour daily shutdown was to eliminate early-morning trains, the derelicts and muggers also were evicted. Your editor, who used to work sometimes until very late at night in his office or return to the city occasionally on a very late train, never failed to be accosted by suspicious-looking characters asking for handouts or wanting to know the time while he was passing the semi-deserted terminal on 42nd Street. So maybe it's just as well that the place is closed in the wee hours of early morning.

JULY 18th was a gala day for about 250 underprivileged children who were taken to Moose Lake by the Arrowhead Civic Club of Duluth, Michigan. This excursion is an annual event. For the first 36 years, Northern Pacific furnished the train and crew gratis. On the 37th year the Burlington Northern continued this practice, and for the past three years Amtrak and Congressman Blatnick have kept up the tradition. For several years this has been the only scheduled passenger train leaving Duluth.

AN EXTENSIVE campaign against Amtrak is being waged by the National Association of Motor Bus Owners (NAMBO). The campaign consists of "canned" letters to the editor and to Congressmen and to local Chambers of Commerce and mass distribution of anti-Amtrak literature aboard Greyhound buses.

CONSTRUCTION of a guideway for use in testing *Aerotrain*, the nation's first passenger-carrying, tracked, air-cushion vehicle (TACV), has been entrusted to Rohr Industries, Inc., of Chula Vista, Calif., by the U.S. Department of Transportation. The authorization is for a three-mile section of guideway to be built near Pueblo, Colo., by the Department's high-speed ground test center. The 60-passenger prototype, *Aerotrain*, now being developed by Rohr, is scheduled to be moved to Pueblo this fall for preliminary testing. Plans call for this section to become part of an eventual 10.7-mile track loop on which the vehicle will be tested at speeds up to 150 miles per hour.

The *Aerotrain* guideway is shaped like an inverted T. It can be built above ground, at ground level, or underground, to blend with environmental needs. Air cushions eliminate the conventional wheels and steel rails. The vehicle will "float" on these cushions a few inches above the concrete guideway bed and be guided by other air cushions between it and a 33-inch high vertical aluminum "guide rail" in the center of the guideway. The *Aerotrain* is powered by electricity coming from rails alongside the guideway and is propelled by a linear induction motor which is reported to be quiet and pollution-free.

Five Hours, 44 cents

YOU can take a five-hour train ride for 44 cents. Such an economical excursion is possible between Mexico City and Cuernavaca, according to newspaper reports, which may or may not be accurate.

Visualize the scene: Your train winds up rugged and beautiful mountains across a 10,000-foot high pass, with set brakes on the downgrade to Cuernavaca. It creaks and curves through bald-faced gaps, on past odd little cones of dead volcanoes and rocky shoulders building out of pines and tall grass.

Added local color comes with the people along the route. Whenever your train stops, Indian vendors appear with baskets of food and drink. They walk along hawking their wares as travelers hang out of the windows to buy their lunch.

Not always is food the only reason for a rest stop. The engineer has been known to stop and chat with relatives who live along the way. Passengers can get off during such a pause to stretch their legs, or even pick wild flowers in the fields. Yes, it's fun to ride that train down Mexico way.

Nostalgia at Wenatchee

IT WAS like a trip back into memory for those who rode the Amtrak train *Hiawatha* into Wenatchee, Wash., for the first time last June 13th. *The Wenatchee World* editorialized:

It was the old Oriental Limited with its red plush Pullmans and its steam whistle wail. It was the old Cascadian, the noon train to Seattle and Spokane, where the seats swiveled in the luxurious parlor car, and if you wanted to ride 'er you had to have a reservation several days in advance.

And it was the late lamented Empire Builder, named after the man who brought the railroad to Wenatchee in the first place—James J. Hill.

It's great to be back on the main line. Bunting and flags decked the old red brick depot at the foot of Kittits St. when the Hiawatha glided in last night.

Even if a fruit hawker had been there with his cry of "And don't forget those Wenatchee apples" it couldn't have been heard above the blare of the band.

A big crowd was there. It was a happy event. Maybe it shows that there's still an interest in train travel, and that passenger loadings out of Wentachee will be so great that Amtrak will decide to extend the service every day, instead of just three days a week. Or maybe it just showed how hard it is to let old traditions die.

That first train east was sold out, with a waiting list. Thirty-nine local people were interested enough to ride a bus over to Seattle and come back on the train.

Auto-Train Expanding

AUTO-TRAIN CORP., which carried more than a quarter-million people and 90,000 automobiles on tourist trains during its first 18 months of operation, is expanding to meet an overwhelming demand for service. Beginning July 1st, it increased its capacity 50 percent by adding an extra train leaving every other day from its terminals in Lorton, Va., and Sanford, Florida. The new train was made possible by a 12-year, $2.5 million lease which Auto-Train executed with the U.S. Railway Equipment Co. for 41 enclosed Canadian National auto-carriers.

The corporation also plans to extend service next year to a second route linking Louisville, Ky., with Sanford. The new service, subject to ICC approval, was disclosed after Auto-Train reached a preliminary agreement with the Seaboard Coast Line and the Louis-

ville & Nashville to run the proposed train over tracks of the two lines.

Right now, Auto-Train Corp. is engaged in a dispute with Amtrak concerning new auto-on-train service between the Midwest and Florida that Auto-train proposed upon learning that Amtrak would drop the *Floridian*. Claiming a legal monopoly on new interstate passenger train service in this country, Amtrak opposes Auto-Train's plans for a second route.

Anthony Haswell is urging Congress to clarify the law in a manner which would abolish Amtrak's virtual monopoly. Says he: "It should be national policy to encourage such beneficial competition. To our knowledge, Amtrak has no plan to institute a Midwest-to-Florida auto-train. Therefore, NARP feels Amtrak should not oppose Auto-Train's new service. In addition, Congress should vote promptly to amend the Amtrak law, so this type of controversy could not develop in the future."

Ed Edsell, Amtrak's vice president, public relations, comments: "We are not being unreasonable about this. In fact, we have been very cooperative with Auto-Train in the past and have even leased equipment to them. But we must obey the law as it now stands."

Eugene K. Garfield, president of Auto-Train Corp., points out that his company is basing its proposal for new service on that section of the Amtrak law which says contracts existing before Amtrak for auto ferry service will not be abolished in favor of Amtrak.

"We have such a pre-existing contract," he says, "with Seaboard Coast Line. Our new service would run over only Seaboard on railroads it owns or controls."

Aside from that dispute, the National Transportation Safety Board made three suggestions following the collision of a motor truck with the second locomotive of Auto-Train at Hortense, Ga., last March 13th. The Board states:

The 14 automobile-carrying boxcars on the head end of the train were derailed and came to rest with several of those cars on their sides and at least one on its roof. Gasoline leaked from the tanks and systems of automobiles loaded in the cars, creating an extremely dangerous threat of explosion and fire. End doors of several boxcars were knocked open, and because the automobiles were not secured to the loading tracks in the car, several were thrown out of the boxcars. Gasoline spilled from them.

A fire which started immediately after the collision destroyed the second locomotive unit and the first boxcar and its contents. This fire was kept from spreading to the other wrecked equipment by quick response of the local Fire Department. Continued surveillance by the firemen and by railroad personnel probably prevented additional fires. These boxcars do not have a fire-extingushing or fire-alarm system. An opening about 6 inches in diameter is provided in the end doors of the cars as a means of ventilation.

The Safety Board realizes that the Auto-Train Corp. has little control over the condition of automobiles received directly from the highway. The gasoline in full tanks can create a dangerous condition if it is caused to overflow by the motion of the train or by heat expansion. If the gasoline became ignited while the train was moving, a fire could reach major proportion before it is detected.

All but three of the passenger-carrying cars were derailed by the accident, and the dining car was turned on its side. It is the Safety Board's understanding that loose furniture sliding to the lower side of the car was responsible for most of the passenger injuries which occurred in this car. The Board recommends that Auto-Train Corp:

(1) Determine the feasibility of providing the automobile-carrying boxcars with automatic fire-extinguishing systems.

(2) Require that the automobiles taken aboard carry no more than three-fourths of normal fuel-tank capacity.

(3) Survey the passenger-carrying cars and, where feasible, eliminate injury-producing features such as loose furniture, sharp corners, and insecure seats.

Montreal Locomotive Works new LRC (Lightweight, rapid, comfortable) has recently been handed over to Canadian National's Montreal Technical Center for extensive testing. New-design trucks on the engine and coaches permit a ride so smooth that water won't spill rounding a curve going at full speed.
Robert Redden, 113 Munroe, Lynn, Mass. 01901

Auto-Train officials are studying these points. Naturally, they aim to give the safest and best possible service. Rising gasoline prices and the possible restriction of motor vehicle traffic in urban areas are popularizing the Auto-Train concept. Auto-Train is already emphasizing the fuel-cost saving in its advertising. An ad in *The New York Times* noted that a one-way train trip to Florida will save travelers about 90 gallons of gas—a round trip close to 200 gallons. It's estimated that the three trains will save American motorists about 11 million gallons of gas a year.

The standard $190 fare package includes transporting costs for a car and two persons. Others in a family can go on the trip for $20 apiece. In return, you get a free buffet dinner, a midnight snack, and a continental breakfast. You can watch free movies, spend time in a cocktail lounge, or go to the buffet car which serves as a sightseeing dome during the day and a night club by night.

Most passengers sleep on padded reclining chairs, which Auto-Train claims give you more legroom than seats on a Boeing 747. For those who prefer a bedroom, it is available for an additional $40. Auto-Trains are manned by Richmond, Fredericksburg & Potomac and SCL crews. Other crew members are young, pretty hostesses.

If you plan to travel to Florida by rail with your car, Auto-Train advises you to make reservations far ahead. Its management says they already have 23,500 advance reservations, and many trains next winter and spring are already sold out!

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***Have any rebuilt diesel locos been air-conditioned?***

Yes, but only with equipment made by the Mark IV Division of the John E. Mitchell Co. of Dallas, Texas, which custom-designed and built air-conditioning units for rebuilt Santa Fe CF-7 locomotives. The units are three-ton, high voltage systems with five louvers installed in the cab. Power to turn the compressors is generated by the diesel engine. Four locos already have been equipped with the Mark IV units; 50 more will be air-conditioned later.

2 ***What is the ignition rectifying loco?***

It is an electric locomotive using a single phase AC power which is rectified by means of sealed ignition tubes; the DC output of the rectifier is supplied to DC traction motors that drive the locomotive. Except for the rectifier and associated circuits, the apparatus on the ignitron locomotive is similar to that on other electric power. The locomotive develops 6,000 hp in two units and is driven through six 500 hp DC traction motors. A development in recent years has been the replacement of the ignitron rectifier with a silicon rectifier.

3 ***Which was the more powerful, the Norfolk & Western 2-6-6-4 or the Northern Pacific 4-6-6-4?***

Both had exactly the same rated tractive force (104,500 lbs); but the N&W engine had higher pressure (275 lbs. against 250 lbs. in the NP loco), more heating surface, smaller firebox, and weighed 27 tons less. The larger firebox (and probably greater weight) of the NP loco was due to the fact that it burned lignite coal, which is low in heat. Perhaps, everything else being so close, the real index of superiority lies in the steam pressure giving N&W the edge.

4 ***Which railroader was known as the "Flying Dutchman" and how did he get his nickname?***

John Gulmyer of the Lake Shore & Michigan Southern, a German-born hog-head who is said to have broken a speed record on the average of once a week. Apparently, he earned the title with the *World's Fair Special* or (*Exposition Special*), which he ran in 1893 on its first trip. In 1896 in the lead loco of a doubleheader, he covered the 133 miles between Toledo and Elkhart in 98 minutes, or an average of 81 mph.

5 ***How much do rails weigh?***

Rails ranging in weight from 40 to 174 pounds per yard are still used on Class I roads of the U.S. On trunk lines, rail weights range from 85 lbs. upward.

6 ***Where did the following lines run: Grand Trunk Pacific, National Transcontinental, Canadian Northern, and Canadian Government?***

The GTP was incorporated in 1903 to provide a Pacific Coast outlet for the Grand Trunk System, whose main line extended from Montreal to Chicago and Portland, Me. The first sod was turned for it at Ft. William, Ont., in 1905; but the real Grand Trunk Pacific was built westward out of Winnipeg, arriving in Edmonton by 1910 and completed through to Prince Rupert, B.C., by 1914.

The National Transcontinental was, in effect, the eastern end of the Grand Trunk Pacific. The Canadian Government agreed to build the NT from Moncton, N.B., through Quebec and westward to Winnipeg, leasing it to the GTP upon completion. This road became the Canadian National line from Moncton to Quebec via St. Leonard, and through La Tuque, Taschereau, Cochrane, and Armstrong into Winnipeg. It was opened from Quebec to Winnipeg in 1915.

The Canadian Northern dated back to 1896, when a section of line was opened between Gladstone and Dauphin, Manitoba. It gradually expanded until it extended from Montreal to Vancouver via what became the CNR main line to Longlac, Port Arthur, Fort Francis, and Winnipeg. Then it proceeded to Edmonton via Dauphin and Humboldt, to Yellowhead Pass, and down to Vancouver. (The railway from Superior Junction to Ft. William was part of the GTP. In addition, it acquired the east coast line from Halifax to Yarmouth, as well as the road from Port Hastings to Inverness on Cape Breton Island.

The first Canadian Northern train was operated between Port Arthur and Winnipeg in 1902; Edmonton was reached in 1905; freight service between Toronto and Winnipeg commenced in 1915; the last spike was driven on the transcontinental line at Basque, B.C., in 1915. As an old Canadian rail map will show, the Canadian Northern and GTP lines ran parallel west of Edmonton to Red Pass Jct. Most of this duplication was eliminated during World War I, when a joint route was agreed upon and the extra rails were shipped to France.

The Canadian Government Railways, owned and operated by the Dominion Government, comprised some 1750 miles of road consisting mostly of the Intercolonial and Prince Edward Island Railways. The former's main line ran from Levis to Halifax, and is now the through route to the Maritimes. All lines are now part of Canadian National Railways.

7 ***What specifically is required for an employee to have a "current connection with the railroad industry?"***

He must have worked for a railroad in at least 12 out of the last 30 months before his annuity begins. If he does not have 12 months of service within this 30-month period, an earlier 30-month period may be used by employee who had no regular non-railroad employment in the meantime. Self-employment does not affect a current connection.

8 ***Tell me about the Colorado & North Western.***

This 3-foot gage line was opened from Boulder to Ward in 1898, and to Eldora in 1905, for a total of 46 miles. Reorganized in 1909 as the Denver, Boulder & Western, and had six engines and 80 cars in 1916, and disappeared many years ago.

9 ***Have you the words to "Cinderella's Cinder?"***

Yes, indeed, but we don't know the name of the author.

A lady once got on a train, and as the fields swept by
A gust of wind blew in and lodged a cinder in her eye;
And so she put her elbow on the narrow window shelf
To rest her head, and winked, because she couldn't help herself.

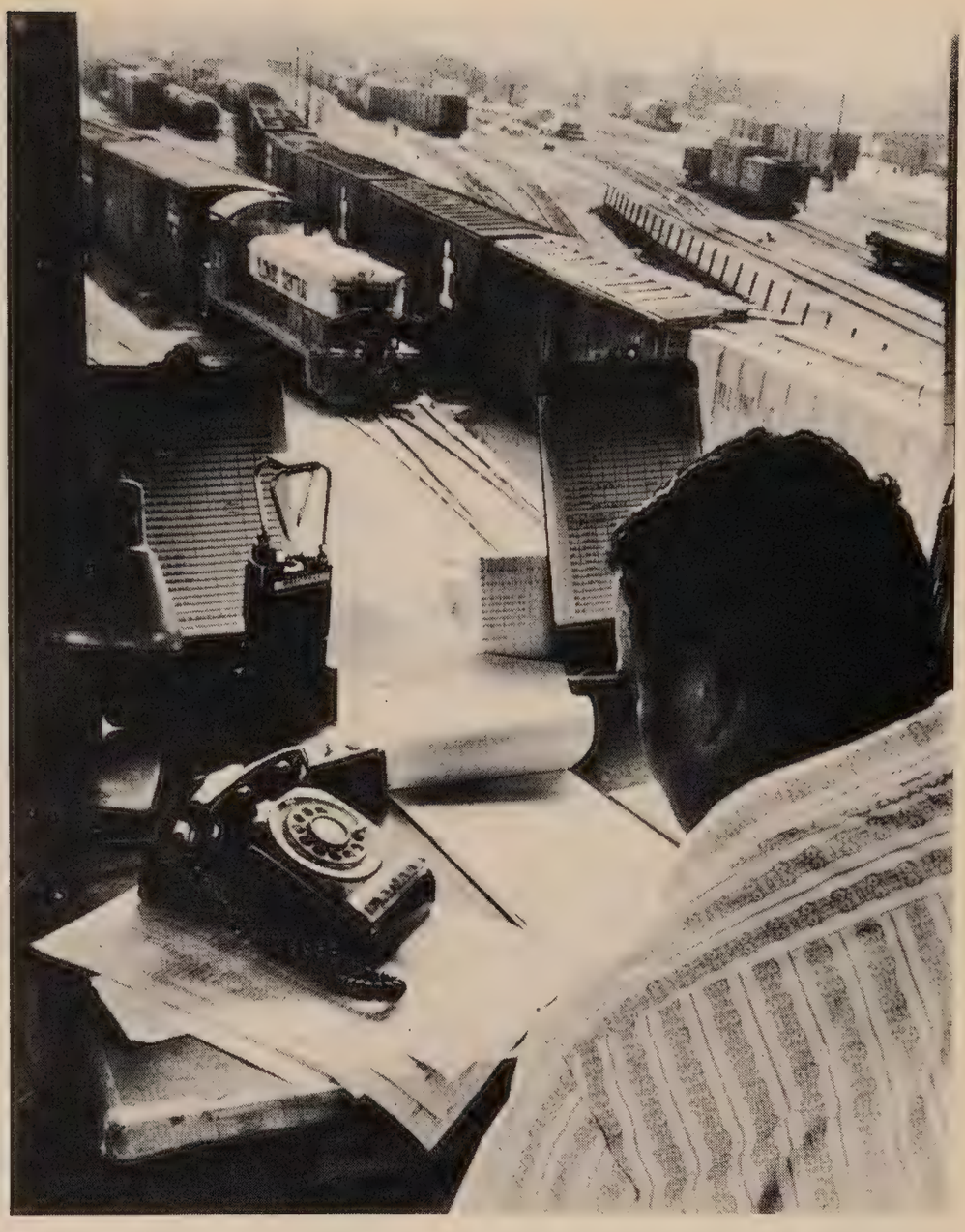
The brave conductor, spick and span,
glanced at her, passing by,
And saw the wink, but couldn't see
the cinder in her eye;
So twisting up his fierce mustache, with
smile serene and wide,
He set his lantern down and sat down
by her side.

The "butcher" on his yowling rounds
came to a sudden pause;
That wink the lady gave him because
she had to was the cause;
And then the brakeman ambled through,
a shallow man and slim,
And stopped as well, for it was plain
the lady winked at him.

A drummer, with his gripsacks piled in
seats across the aisle,
Glanced at the lady, saw her wink,
and with a happy smile
He changed his seat and sat behind her,
for he had to think
'Twas just what she expected, for he
plainly saw her wink.

And then a small, bewhiskered man, his
family in tow,
Pranced past with speed and then
returned with mincing move-
ment slow,
For as he stood there with the cup of
tin to take a drink,
He spilled it down his collar, for he
saw the lady wink.

And then the lady in her pain turned to
the men about
And asked them of the quickest way
to get the cinder out;
The duties gripped the railroad men;
the drummer had a fit;
The married man went up to smoke,
quite glad he thought of it,
And left the lady alone, a victim of
despair—
Not quite alone, however, for the
cinder was still there.



Terry Hogan, relief yardmaster, has commanding view of ICG's Memphis yard.
Photo by Luther Paul, courtesy of Illinois Central Gulf News

10 ***Which steam roads operated in Michigan during 1934?***

Arcadia & Betsey River; Ann Arbor; Boyne City, Gaylord & Alpena; Chicago & North Western; Big Four (NYC); Chicago, Kalamazoo & Saginaw (MC-NYC); Milwaukee; Cincinnati Northern (NYC); Canadian Pacific; Copper Range; Detroit & Mackinac; Detroit & Toledo Shore Line; Detroit, Caro & Sandusky; Delray Connecting; Delray Terminal; Duluth, South Shore & Atlantic; Detroit Terminal; Detroit, Toledo & Ironton; Escanaba & Lake Superior; Erie & Michigan Ry. & Navigation Co.; East Jordan & Southern; Grand Trunk Western (CN); Ludington Northern; Lake Superior & Ishpeming, Manistique & Lake Superior; Manistee & Northeastern; Michigan Central (NYC); Mineral Range; Soo Line; Muskegon Ry. & Transportation; New York Central; Pennsylvania; Port Huron & Detroit; Pere Marquette; Wisconsin & Michigan; Wabash; Wyandotte Southern, and Wyandotte Terminal.

11 ***Brief history, please, of Idaho & Washington Northern.***

Chartered in 1907, this line was built the same year from McGuire's, Ida., to Newport, Wash., with a 6-mile branch to Clagstone, Ida., total 51 miles, and later was extended from Newport to Metalin, Wash., 65 miles. In 1908 it had 9 locos and 174 cars. The Milwaukee took it over in 1916.

12 ***Which railroad men are eligible for Medicare coverage before age 65?***

Railroad retirement disability annuitants under age 65 may qualify after at least 24 consecutive months of entitlement to an annuity based on total disability. Certain other annuitants under age 65 also can qualify if they establish total disability. The earliest month of coverage under this new provision was July, 1973, if requirements are met.

13 ***I believe Maine's Sandy River & Rangely Lakes engines 1, 2, and 24, were Manchester built. What were their specifications?***

SR&RL 3-foot gage Nos. 1 and 2 were not Manchester products. Hinkley built these 0-4-4T's in 1877 for the Billerica & Bedford. They had 8x12" cylinders, 30" drivers, weighed 23,000 lbs., and were scrapped before 1909. The 24, last of Sandy River's locos, was a Baldwin Prairie built in 1919 with 12x16" cylinders, 33" drivers, 170 lbs. pressure. and weighed 54,000 lbs.

14 ***Info. wanted on the old South Pacific Coast Railroad.***

The SPC was chartered in 1876 opened in 1887 from San Francisco to

Santa Cruz, Calif., with 81 miles plus 23 miles of branch lines. In 1887 it merged with several short lines, among them the Santa Cruz & Felton, and was leased to the SP the same year. In 1892 it had 22 engines, 687 cars, and 4 ferryboats.

15 ***Did the Milwaukee ever use steam to cool its cars?***

Yes, indeed. Steam was forced from jets at high velocity, exhausting air from a chamber. The lower the air pressure, the lower the temperature at which water will boil. This chamber held some water. As the air was exhausted from it, the water's boiling point went down, and it finally boiled at 45 degrees, just a few degrees above the temperature at which it freezes under ordinary pressure. The cooled water was pumped into cooling coils over which the air was blown into the car and then back to the chamber where it was cooled again.

16 ***How many persons have received Presidential Medals of Honor for saving human lives in connection with railroad operations?***

In 1905 Congress passed and President Theodore Roosevelt signed an act providing for the awarding of such medals to persons who were instrumental in saving one or more human lives, at the peril of their own, in connection with railroad operations. Under this act some 80 persons were honored.

17 ***What line was the H&TC?***

This was the Houston & Texas Central, chartered in 1848 but not opened until some 25 years later. By 1880 it had 553 miles of track and its main line ran between Houston and Denison, Texas, 341 miles. It's now part of SP.

18 ***What basic functions are performed in a modern railroad classification yard?***

Very definitely, process control and management information. Over the years an evolutionary process of sophistication has brought about the necessity of moving freight cars to their destination faster, cheaper, safer, and more efficiently. Probably, the most efficient way to do this is with the Distributed Computer System. Sheffield Yard, presently being installed in Alabama, has the largest of any of the DCS now in service.

19 ***Tell me about the New York, Brooklyn & Manhattan Beach.***

This road was the result of a consolidation in 1885 of the New York, Brooklyn & Jamaica, the New York & Manhattan Beach, and the Long Island City & Manhattan Beach. That very year, however, it was leased to the Long Island. In 1895 it had 19 locos and 99 cars, and ran from Fresh Pond Jct., to Manhattan Beach, Bay Ridge to Manhattan Beach, and Greenpoint to Cooper Ave. Jct., some 20 miles.

20 ***What is a high-level passenger car?***

One whose overall height is two feet greater than standard passenger equipment. The coach, dining, and lounge areas are on the upper level, while the washroom, vestibule, and baggage facilities are on the lower level. Passengers enter through a central door at platform level, and a winding staircase leads to the upper level.

21 ***When was the telephone first used in railroad operations?***

The photographer labeled this a view of Yvonne E. Yahnke inspecting a 1923 Pullman car, the *Mt. Harvard*. It isn't. Actually, it shows her posing on the car steps. If she is inspecting anything at all, it's the camera. But pretty Yvonne did help with the preliminary work of restoring this car in her home city of Madison, Wis. Recently the *Mt. Harvard* was moved to Mid Continent Rail Museum at North Freedom, Wis., for the restoration to be completed.
Robert F. Yahnke, 1305 N. Sherman Ave., Madison, Wis. 53704

On May 21, 1877, when Dr. Alexander Graham Bell's assistants began tests which resulted in the installation of telephones in the Pennsy shops at Altoona, Pa.

Running Extra

Any info. on the New Haven local that ran from Providence to Wallum Lake, R.I., via Georgiaville, Stillwater, Smithfield, Primrose and Pascoag? It used to stop at all small textile towns and icehouses. My father was killed on that line.—Al Butler, 76 Shady Tree Lane, Carson City, Nevada.

The Lexington & Ohio (April '73 issue) may have been the first railroad operated west of the Alleghenies, but it wasn't the first one chartered. The Washington & Pittsburgh was chartered a month earlier, on March 18, 1831. The first meeting for that road had been on Dec. 27, 1830, and the surveying was completed and a report filed on March 30, 1831. Alas, no construction was done until after Feb. 7, 1853, when the Chartiers Valley Railroad was chartered and followed for the most part the earlier W&P line along Chartiers Creek. With delay after delay, it finally reached Washington, Pa., and trains operated on May 5, 1871, almost 40 years after the original surveys! The Chartiers Valley, Dec. 8, 1871, became part of the Pittsburgh, Cincinnati & St. Louis. On June 10, 1890, it became the Pittsburgh, Cincinnati, Chicago & St Louis; then PRR, and now Penn Central. The line is still in operation.—Edward Boss, 345 E. McMurray Rd., McMurray, Pa. 15317.

If I had been the conductor on No. 97 (Feb. '73 issue) and held that order restricting No. 16 at Station F until 11:52 a.m. and if I had arrived at F at 11:30 and was ready to depart, I would do two things. First. I would check my timetable. If No. 16 was overdue at F, then I would head in on the passing track and stay there until No. 16 arrived without signals, or received orders allowing me to proceed against No. 16, or wait until No. 16 was more than 12 hours late and then proceed. But then, after checking my timetable, if I found out that No. 16 was not due at station G at that time and I had running time plus clearing time at F, I would haul freight for G and meet him there.

Single track rules say: "An inferior train must clear the time of an opposing train not less than 5 minutes before the leaving time of the superior train." If I could be in the clear at G 5 minutes before No. 16 leaving time, I would meet him there. On some railroads the order that No. 16 received restricting him at Station F until 11:52 a.m. would have been issued to him on a Form 31 and would require the signature of the conductor and or engineer. No. 97 would have received it on a Form 19, a non signature order. If the order had been straight meeting point, "No. 16 meet No. 97 at F," then neither train could depart until the order was fulfilled, superceded or annulled, or one train became 12 hours late on its schedule at F.—Bill Church, MoPac conductor, 512 55th Terrace Dr., North Little Rock, Ark. 72118.

Where can I get plans or a blueprint to build full-size caboose? Is there a list of all operating railroads with complete names and addresses?—Emerson Buel, Buel's Wharton Valley Railroad Museum, Lock Box No. 28, Burlington Flatts, N.Y. 13315. (Answer to second query: Yes, the *Official Guide.*)

Anyone have a history and recent motive power roster of Copper Range R.R.?—Tom Roberts, 97 N. 31st, Battle Creek, Mich. 49015.

Info. wanted on availability of steam locos on market today. I'm forming a railroad company featuring live steam and I am looking for a 2-6-0, 2-6-2, 4-6-0, or a small 2-8-0 with appropriately dated passenger cars.—Ernest Sutton, 11902 N. Marlton Ave., Upper Marlboro, Md. 20870.

What type of locomotives pulled the mini-bridge train (Nov. '72 issue)? Did it use a Westinghouse brake system and what would be the approximate weight of the train? The British equivalent is the *Freightliner Service*, which conveys loaded containers from large areas to others in comparable density, i.e. Liverpool and London. They naturally use air, and maximum speed is 75 mph. However, the weight of these type of trains runs from 1200 to 1500 tons and are hauled by a Brush Sulzer 2750-hp class 47 loco.—Dennis Flood, 8, Frost St., Edge Hill, Liverpool L7 OEL, Lancashire, England.

Anyone have info. on the small gage line at Gillette's Castle near Hadlyme, Conn.?—Malcolm Patterson, Tusket, Yarmouth County, N.S., Canada.

Those who lived in the Morris Park and Dunton area of Richmond Hill, New York City, around 1910 should recall vividly the stroke of midnight on New Year's Eves. At that moment, every steam locomotive in the Long Island Rail Road's Morris Park shop, having steam in her boiler, would whistle for about five minutes. About 25 or 30 locomotive whistles went off at once—an unforgettable experience to those who heard them.—J. Irving Skinner, 15 William St., Williston, Park, N.Y.

Why do some diesels have turbocharger bulges on the sides, and others don't? Union Pacific's 432 B has such a bulge on the left side.—Hargis Westerfield, 713-15 W. 25, Kearney, Neb.

Anyone have pictures of Baltimore & Ohio steam locos *Phillip E. Thomas* and *Lord Baltimore*? They were on the *National Limited* on the run from New York to St. Louis.—Dr. Paul Hostetter, Orr-Flesh Bldg., Piqua, Ohio 45356.

Regarding item in April '73 issue about track gages in Norway and Sweden, the following is from *Janes' World Railways*, 1971-72: Norway: Norwegian State Rys., 4'8½" 2,636 miles; Rjukanbanen, 4'8½" 10 miles; Sulitjelmabanenm, 3'6" 22 miles; Thamshavnbanen, 3'⅜" 16 miles. Sweden: Swedish State Rys., 4'8½" 7,009 miles; 3'6" 71 miles; 2'11" 165 miles; Grange TGOJ 4'8½" 2,186 miles; Nora Berglags Jarnvag 4'8½" 108 miles; Nordmark-Klaralvens Jarnvager, 2'11-1/16" 98 miles.—Gene Theleen, P.O. Box 4889, San Francisco, Calif. 94101.

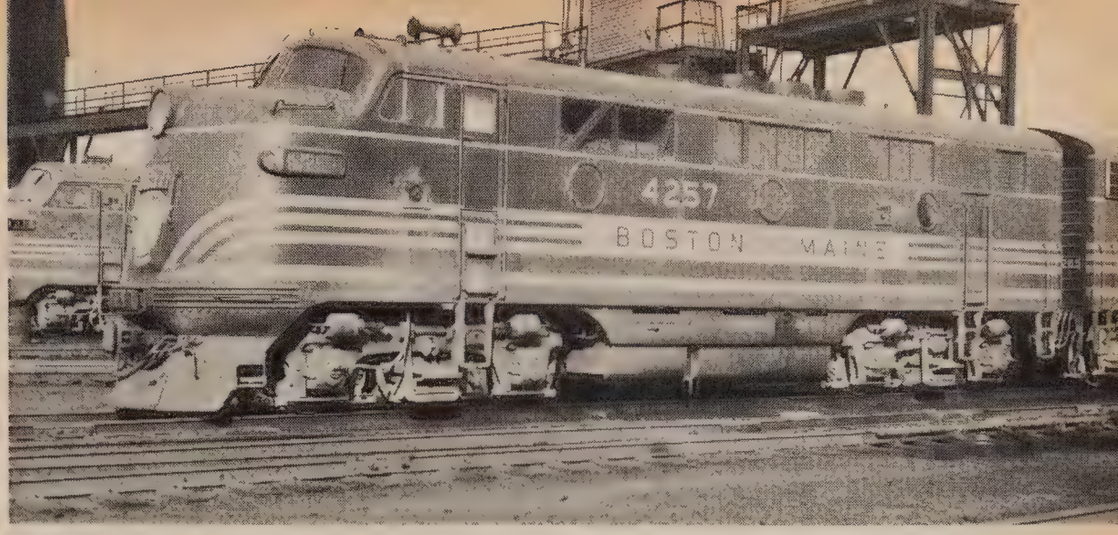
I am putting together a wheel arrangement chart. Where can I get hold of a book referring to following types of engines: 2-4-0, 2-4-4, 0-4-2, and 0-6-2?—Henry Doucette, 185 Chestnut St., Waltham, Mass. 02154.

Southbound train of 135 coal loads, with lead engineman S.M. Johnson, is rolling over the north end of the Clinchfield's "High Line," a low-grade cutoff that avoids Johnson City, Tennessee, and saves about 2.5 miles.
Robert L. Harvey, 3820 Skyland Dr., Kingsport, Tenn. 37664

5870
5870

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



B&M F-2A 4257 at Boston in 1954. Note center porthole, small numberboards.
Photographs from Jim Edmonston collection

THIS MONTH we feature the EMD "F" unit, or "covered wagon," easily the most famous diesel ever built and more widely accepted than any other, before or since. The only thing F's couldn't do well was switch, although they have often been used on local freights which had to do switching. Many of these bulldog-nosed units are still in service, but their ranks are thinning and those that remain show their years.

We covered the FT, the very first F units, in an earlier issue. FT's were built from Nov. 1939 to Nov. 1945. Then in July '46 EMD put the new 567B prime mover into a slightly changed car body and called it the "F-2." The latter carried 1350 hp, same as the older FT. It looked identical, except for having three portholes in the sides (instead of four closely-spaced ones), roof fans visible above the roof line (instead of countersunk), and lack of overhang at the rear of the unit. Other features not so noticeable: split battery box-fuel tank (instead of one piece), pilot with built-in step (instead of step bolted to FT pilot), and a single small opening at the extreme rear of the unit, on line with the air intake grids.

Both FT's and F-2's were offered with dynamic brake feature, which appears as a boxy structure on the FT roof, while on F-2 the dynamic brake vents are buried in the roof just above the first porthole and can be seen only in a top view. F-2 "B" units are exact copies of the "A" without cabs. 74 "A" units and 30 "B" units were produced. Railroads that used F-2's are A&EC, ACL, B&M, CB&Q, M&StL, National of Mexico, NYC, RI, and Southern (AGS). L&N ended up with an ex-ACL F-2A, No. 835, but at last report it was deadlined at Lafayette, Indiana.

The F-3A and B used the same prime mover, EMD's 567-B, but horsepower was beefed up to 1500. This model can be very confusing to spot, as it came in three different body styles. Phase I: units built until May '47 used the same body as the F-2. Phase II saw the center porthole removed and replaced by four car-body filters (square) protected by a "chicken wire" mesh screening. This wire appears on units built between 4/48 and 7/48. The small rear opening found on earlier units became full length and was covered by the same screen as the other intake openings. Number boards and classification lights were enlarged and separated in Phase II construction. However, most railroads changed the small number boards to large ones, in company shops, making this a poor spotting feature. F-3 was a huge success, with 1,111 A units and 696 B units sold.

Phase III, built Dec. '47-Aug. '48, saw the "chicken wire" removed from the four low car-body filters and replaced by horizontal louvres, ten louvres to a set. High shrouds on the four 36-inch roof fans also were removed, making the two stacks more prominent. "B" units were kept in the original Phase I car body. Many of the very last F-3A's (9/48-2/49) were built with the new F-7 traction motors and car-body changes as found on F-7's. Although sold as F-3's, they were nicknamed "F-5." Car bodies were the same as on F-7's of Phase 1.

By February '49 the EMD F was the world's most popular diesel. By that time the assault on steam had reached gigantic proportions and the scrap merchants were booming. EMD capitalized on both the F design and the scrap prices during the "Korean conflict" and produced the F-7, a 1500-hp machine that sold 2366 A units and 1483 B units in the U.S., Mexico, and Canada. The Phase I F-7 (Nov. '48-Nov. '51) was identical to the last of the F-3's except for the advanced electrical design and the new traction motor. Externally, F-7 introduced the one-piece horizontal grill which covers the air intakes along the top sides from the cab to the rear. A 36-inch fan on the roof replaced the sunken dynamic brake vents. During production of Phase I F-7's, the small overhanging lip at the extreme rear of the roof was eliminated and the roof squared off at the end. The 36-inch cooling fans continued without the shrouds. The very last F-7's (Phase II) had a 48-inch dynamic brake fan (noticeably larger, if two units are viewed simultaneously), while vertical slit-type louvres replaced both the large horizontal grill at the top and the ten horizontal louvres at the side vents. Phase II was built Nov. '51-Dec. '53.

Monon 83-A is a Phase I F-3A, modified with Mars light, larger numberboard.

Penn Central (ex-PRR) GP-7 No. 5870 and two sisters making up a Sharonville transfer at Riverside yard, Cincinnati, Ohio, on July 6, '72. Riverside is an ex-New York Central yard west of downtown on the north bank of the Ohio River. Once busy roundhouse has been razed and yard primarily is piggyback terminal.
W. Mike Weber, 938 Ligorio Ave., Cincinnati, Ohio 45218

Chicago & North Western 4052A, an FP-9A rebuilt from an FT, at Duluth, 1958.
Photograph by Robert Anderson

The following January, after the F unit had become the nation's top freight hauler, EMD introduced the F-9, a 16-cylinder 567C prime mover rated at 1750 hp. Very little change in the car body was made from the Phase II F-7. The front porthole was moved back and an extra louvered vent placed ahead of it, making F-9 the only F with five square vents and two ports. F-9 became unique in that more B units than A's were sold, 154 to 87. The F-9 became the last F unit sold, built between 1/54 and 4/57. Railroads in 1957 went big for the new GP-9, so the F unit was removed from the catalog.

All F models have space for steam generators, which many of them carried. Giveaways on steam-equipped units are water fills, extra underbelly water tanks, and exhaust stack at the extreme rear of the roof. Some roads, notably the Southern, moved the air tanks to the roof to give space for more fuel/water capacity beneath. Most roads used their faster-geared E units in passenger service and the steam-equipped F's on slower schedules. The most famous exception, of course, is Santa Fe, which worked high-geared F-units on most schedules and owned very few E units.

There was a market for a truly separate model of dual-service locomotive; and in June '49, the EMD produced FP-7, really a lengthened F-7 with passenger gearing. The unit is four feet longer than a stock F-7, the extra length giving more space for steam generation and water supply. This model had two phases. The first was exactly the same as the Phase I F-7 (6/49-11/51) and the second the same as the Phase II F-7 (11/51-12/53). Again, the changes involved the larger dynamic brake fan and the Farr-Air vertical slit louvres in place of the horizontal bar type; and 378 FP-7's were built, no "B" units.

With the birth of the F-9, EMD offered the FP-9, from 1954-'59. None were sold in the U.S., but Canadian roads (CN and CP) took 54, while the National of Mexico got 25, and 7 went to Saudi Arabia. The Chicago & North Western rebuilt four FT's to FP-9A configuration, with de-rated engines of 1500-hp output. These are CNW No. 4051A-4014A (now 221-224). The FP-9 has the same extra four feet as the FP-7, but otherwise looks exactly like F-9, with the extra square car-body filter ahead of the first porthole.

Of course, during the length of time that F-units have served the railroads they have been altered considerably. On some roads, side panels have been interchanged among models so that the above spotting features are totally confounded. Portholes have been blanked, filters removed or added, extra headlights (usually Mars lights) installed, and grills switched.

B&O rebuilt its FT's in so many different styles that you could hardly tell them without a roster. Rock Island did the same to F-2's and F-3's. Southern beefed up two Alabama Great Southern F-2's to F-7 ratings. Without realizing it, Louisville & Nashville may have been the last operator of the F-2. Its 835 was an ex-ACL F-2 carried on L&N's roster as an F-7. Was it rebuilt? Possibly re-engined, but not touched outside. Today, though, most of the older units have been traded in. A handful of F-3's are still in operation, together with a good number of F-7's and F-9's. Stateside FP's are either in freight service only or on Amtrak's roster.

FPs still roll "varnish" in Canada and Mexico and possibly in Saudi Arabia, too. Mexico also may have examples of all F's yet running. At last call, Sonora-Baja California had the final FT's, while NdeM may still be operating its F-2's. No new F-3's were sold south of our border, but some second-hand units may be there. Last winter the Southern Pacific retired the leftovers of its vast fleet of F's. Southern Railway still has a number of F-3's and F-7's, but all are likely to be gone soon, traded in on new GP-38-2's.

However, Southern's FP-7's continue to roll the lower-class passenger trains on this non-Amtrak road. Best place to see Southern F's is in the Carolinas at Spencer and Asheville and in Tennessee at John Sevier Yard in Knoxville. The Chesapeake & Ohio, a big F user, has none left, most of them having gone to the Baltimore & Ohio in the sixties. B&O still operates thirty or forty F-7's. They used to be familiar sights in Cincinnati, your columnist's home city, but are rare now.

Reports from Cumberland say the F's won't get the new Chessie paint, which gives you a hint of their future. Other concentrations include the Louisville & Nashville, Clinchfield, Bangor & Aroostock, Santa Fe, Western Maryland, Chicago & North Western, Burlington Northern, and Milwaukee Road. Of course, CN and CP still use them. The list keeps shrinking, as the old dependable "covered wagons" give way to the new Geeps and U-boats.

AND THEN there were none.. Southern's only Alco-built RS-11, No.

(center) WP 918-A, a stock F-7, Phase I, with build-up horizontal grill, 10-louvred body filters at Oakland, Calif., 1951. (above) Soo 501, stock FP-7A with space between forward porthole and first filter at Minot, N.D., in '53.
Photographs from Jim Edmonston collection

11, was seen going east in a Penn Central freight out of Cincinnati on June 12th, accompanied by RS-3 No. 2135. Both were headed for the General Electric plant at Erie, Pa., as trade-ins on new power. No. 11 was built in 1956 as Carolina & Northwestern's 11, joining a stable of ten other Alco road switchers, RS-2's and RS-3's. The short line is a Southern subsidiary. No. 11's cab is sub-lettered Carolina & Northwestern. Both locos, at least externally, looked to be in good condition. Maybe they can be sold in the second-hand loco market and thus be saved a while longer from scrapping. Another Southern RS-3, No. 2136, was at PC's Sharon Yard on 6/13 and was being readied for her last long trip to Erie. The Southern still operates RS-3's, especially in the Spencer area.

AUTO-TRAIN CORP. says it will soon add a Kentucky-Florida train out of Louisville. The road to be used was announced as L&N, but a problem arose. It seems as though when L&N joined Amtrak (notably the *Floridian*) the agreement read that no competitive trains could be initiated as long as an Amtrak schedule was run. So Amtrak has thrown a monkey wrench into that one. The only other possibility, as we see it, is for *Auto-Train* to use the non-Amtrak Southern.

Santa Fe 21 is an F-3A upgraded to F-7, with dynamic brake fan, F-7 side panels. Note that three of the old F-3 fan shrouds still remain on loco idling in yards.
Both photographs by Don Dover

NYC 1619 is a Phase III "chicken-wire" F-3A. No high fan shrouds magnify stacks.

THE LONE STAR STATE has a new railroad, the Texas Export, running between Bridgeport and Graham over former Rock Island rails. Power is Baldwin VO-1000 switcher No. 1004, ex-Georgetown Railroad No. 1004, which in turn acquired her from Cotton Belt (SSW). The only paid employe is Cy Martin of Euless, Texas, who does everything and this includes running the 1004 over her twice-weekly 108-mile round trip. Plans are to continue offering freight service to on-line industries and possibly to start a passenger tourist operation with a steam engine and about a dozen passenger cars which the backers own. The latter would run between Runaway Bay and historic Fort Richardson, with (ugh!) a staged train robbery along the way. Thanks to Ronnie Jones, Saginaw, Texas, for this news.

ERIE LACKAWANNA still has in service 98 of the Lackawanna diesels it inherited in the Oct. '60 merger. Their present road numbers are 441-445, 362-371, 446-463, 6111-12-14, 6311, 6321-22, 6331-32, 6341-42, 6351-52, 6361-62, 809-19, 1039-1056, 1270-1284, 1405-1409, 539, 542. So says a reliable source of information.

CNR A1A-A1A No. 1706 MR 106, RS-13, with 1000 hp was built by Montreal Locomotive Works. Engine was photographed at South Devon, Feb. 27, '72, after coming in from Centreville subdivision. All 35 of CNR's 1700 are still in operation on line.
Wendell Lemon, 45 Wright Drive, Moncton, N.B.

CANADIAN NATIONAL has just doubled its order from MLW-Worthington of Montreal for diesel locos incorporating a new advanced-design cab. Its new order for 30 units involves about $10 million. CN recently received the first of 30 MLW units. Delivery of the latest group is due in the first quarter of next year. The units have advanced engine features and trucks. Each cab has a hot-plate, a refrigerator, a washroom, and improved heating, cooling, and defrosting systems as well as increased visibility, besides being more reinforced structurally than previous locos.

HERE is the latest rundown on Cincinnati railroads: Baltimore & Ohio is very active with a great variety of power, mostly EMD but Alco 1000-hp S-2 switchers still abound. At present we have Staten Island S-2 No. 9031 here in SIRT paint. Other switchers include EMD NW-2's and SW-7's. The new Chessie GP-40-2's are seen; so are the GP-40, GP-35, GP-38, GP-30, GP-7, GP-9, SD-35, and SD-40. Still a few old F-7's, too, in terrible condition. From time to time the B&O uses pool power from SP, Cotton Belt, Reading, and CNJ in Cincinnati, the types ranging from RDG GP-30's to SP SD-45T-2's.

You never know what the B&O will turn to. Chesapeake & Ohio is more predictable; all its power is either B&O or C&O. Add to the above B&O types of U-boats (25's, 23's, U-30XR's) and an occasional SD-18 on Alco trucks. Chessie units also abound on C&O.

Penn Central power is split between U-boats of all styles and EMD four-axle and six-axle power of most styles. GP-38, GP-35, GP-40, SD-40, and SD-45 are the most common, exception for the old GP-7's, GP-9's, and SD-9's used in switching and transfer work. A couple of SW-1's also are here. PC's main attraction are the otherwise rare SD-38's on the Sharonville hump.

L&N has a giant stable of U-boats, including their new U-23B's, and most of the EMD catalog of new power. Oldest EMD power in sight is GP-7/9. L&N is notable in that its DeCoursey Yard is switched almost solely with ALCO power. The RS-3's, ex-TC DL-701's, and two C-420's work the hump and trimmer jobs, spliced with slugs. Two EMD repowered Alco S-4's (work done at South Louisville with engines out of E-7's) are found here. Rare birds: EMD SDP-35's without generators. Transfer drags worked in conjunction with PC draw RS-3's and/or F-7B's MU's with Penn Central Geeps.

Southern is famous for high-nosed power, and runs its mighty SD-45's long end first in three-unit lashes on their ultra-fast Chattanooga and Knoxville trains. Also seen are SD-35's and once in a great while an SD-24. The Gest Street Yard is switched with SW-7, NW-2, and SW-1500 combinations spliced with slugs.

Norfolk & Western is another high-nosed long-end-first road. It serves Cincinnati with EMD GP-7, GP-9, GP-18, SD-35, SD-45, GP-38, U-boats, and on occasion Alco DL-701's. N&W has no switchers in this area. It uses the smaller Geeps on the crosstown "Belt Line" and switches Clare Yard with whatever is available. At Clare I have seen three SD-45's kicking cars (flat switching)!

Strangers in town every day are DT&I GP-38's and 35's, which come in on run-throughs DC-8 and DC-9 over Penn Central. The giant road then uses the power to assemble these trains and services it at Sharon.

Cincinnati is one of those large cities without shortlines. Across the river at Wilders, Ky., the Interlake Steel Co. still has a very rare EMD Model 40 0-4-0 switcher, also some EMD SW-7's.

Amtrak's lone schedule arrives here and departs behind a single E-8A. It is the only passenger power in town.

SEND diesel news to 792 Farnham Court, Cincinnati, Ohio 45240. ●

Passing inspection by an ACI (automatic car identification) scanner at trackside is a Grand Trunk Western diesel at Chicago. The electro-optical scanner which can accurately identify rail cars at speeds as high as 80 mph, is part of Grand Trunk's two-year, $7.5 million electronic information network throughout line.

STEVE MAGUIRE'S

TRANSIT TOPICS

FARES on the PATH (Hudson tube) system that links Manhattan with suburban New Jersey may rise from 30 to 50 cents. An indication of the 67 percent boost came ten days after the settlement of a 63-day strike that halted service for 70,000 daily riders on the Port Authority Trans-Hudson commuter rail system. The hefty wage settlement plus other increased operating costs brought about the first fare rise on PATH since 1961.

Even before it went into effect, the head of the U.S. Urban Mass Transportation Administration had dashed the hopes of 600 transit experts at a conference in Toronto, Canada, by rejecting the idea of federal operating subsidies for rapid transit systems in the United States.

According to Frank C. Herringer, mass transit administrator, the operating deficits were caused by local decisions on wages, fares and hours of service.

This outright rejection surprised many of the nation's transit brass collars attending a three-day conference of the Institute for Rapid Transit, including the institute's president, William Ronan, chairman of New York's Metropolitan Transportation Authority. Ronan is a leader in the fight for federal transit operating subsidies.

A federal grant of operating funds, Herringer explained, would make it necessary for the government to get involved with the daily operation of each system—a costly and possibly unworkable process.

MILLIONS of dollars of taxpayers' money continue to be doled out by Claude S. Brinegar, Secretary of Transportation, to various transit systems throughout the nation. One grant, $1.7 million, goes to the Bay Area Rapid Transit District (BART) at Oakland, Calif., to assist in building a stone and concrete protective blanket for the Trans-Bay tube which connects the East and West Bay. A danger of damage to the tube from ships' anchors had developed. To minimize this risk,

Passengers about to board a streetcar in Lisbon, Portugal, last April 28th on cobble-stone street.
William T. Morgan, Box 26, Fleet Weather Facility, FPO New York 09571

Columbia Park & Southwestern scene on May 26, '73 as ex-Southern Iowa Ry. motor hauls ex-N&W hack fantrip organized by Jim Businger of Avon, Ohio.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

a protective blanket of five-foot thick stones and two-foot-thick prestressed concrete slabs will be placed over the endangered sections of the tube. The local one-third share for this project is being supplied by BART.

Four capital grants totaling $38.8 million have been awarded to the Massachusetts Bay Transportation Authority (MBTA) to aid in buying new rapid rail cars, trolley coaches, and safety, operational, and plant improvements on the Boston rapid-transit system.

The first grant consists of $18,410,600 to buy 80 new rapid transit cars; 36 of the cars to be replaced are Blue Line cars all 49 years old and are the oldest rapid transit cars currently in revenue service in North America. An additional 44 new 65-foot cars will be used on the Orange Line for service expansion.

The second grant, $10,601,640, will help MBTA's program to upgrade the entire subway system. Included is the installation of a complete AC lighting system throughout the subway, new ventilation and fire protection equipment, and portable radio facilities.

The third grant is for $7,933,092 to further improve operating conditions on MBTA's subway. Included are funds to rebuild the Watertown streetcar facility, buy maintenance vehicles, shop and track maintenance equipment, and numerous plant improvements. Also 700 two-way radios and a base station. Additionally, construction alterations will be made on the Orange Line to provide clearance for the new 65-foot subway cars.

The fourth MBTA grant is for $1,781,500 is to aid in maintaining trackless trolley service in Watertown, Belmont, and Cambridge.

Furthermore, two federal grants totalling $31.2 million have been made for the improvement of mass transit facilities in the Philadelphia-Camden metropolitan area. The first is $23,269,400 to the Delaware River Port Authority (DRPA) to assist in buying 45 new rapid transit cars, building the Woodcrest, N.J., station, and additional parking facilities for New Jersey stations on the Lindenwold-Philadelphia Line. Also crossovers and signal controls, the remanufacture of 316 traction motors, track improvements, and expansion of the Lindenwold yard. Additionally, station and concourse improvements will be made to the Locust Street subway in Philadelphia.

In announcing this grant, UMTA Administrator Herringer noted that the Philadelphia-Lindenwold Line is the first working example in the country of a thoroughly modern, well planned, and skillfully marketed mass transportation system. The improvements are expected to divert some 6,000 to 8,000 daily private auto commuters from the Camden-Philadelphia corridor, and increase the safety, reliability, and efficiency of the entire operation. The local one-third share for this grant will be provided by the State of New Jersey, City of Philadelphia, DRPA, and the Commonwealth of Pennsylvania.

The second grant, $7,887,390 to the Southeastern Pennsylvania Transportation Authority (SEPTA), will aid in buying 140 new buses and 110 new air-conditioned trolley-coaches. SEPTA will provide the local one-third share for this grant.

UMTA announces its new *Guideline Specification for Urban Rail Cars.* This is a standard format for procurement of urban self-propelled rail cars for use by transit authorities or other governmental agencies in preparing detailed specifications for the design, construction, and test of new rapid or commuter rail cars. Copies may be bought from the National Technical Information Service, 5285 Port Royal Rd., Springfield, Va. 22151, in both paper copies ($6 each) and on microfilm ($1.45). Specify PB-220-678 when ordering copies.

SINCE July 1st, Pennsylvania senior citizens have been riding free on local trolley, bus, and subway systems between the hours of 9 a.m. and 3:30 p.m. by simply exhibiting their Medicare card or a special card issued by the State. According to Jim Cerny of Pittsburgh, the program was authorized by the State Legislature last year. The transit companies are reimbursed for the rides by receiving some income from the state lottery.

BOEING VERTOL CO. has begun building 230 modern trolley cars to replace the existing PCC streetcars in Boston and San Francisco. 150 of these articulated cars will go to MBTA and the other 80 will run on San Francisco's Municipal Railway. Total cost of the cars will be $69 million. The first cars should appear in less than 20 months, with delivery completed in approximately three years.

Cars for both cities will be air-conditioned, 71 feet long, and will feature air suspension and an articulated joint in the middle for tight curves on narrow streets. The cars for Boston will have 52 seats and hold a maximum of 210 passengers, while the San Francisco vehicles will have 68 seats and a maximum capacity of 190 passengers.

EXTENSION of the Shaker Heights Rapid Transit line southeast to Pepper Pike to meet Interstate Highway 271 is proposed by the Northeast Area Coordinating Agency (the NACA). Much of the route suggested is along the existing right-of-way bought in the 1920's for exactly such an extension. But the 1929 stock market crash made the two Van Sweringen brothers, rail tycoons, abruptly end the expansion.

The NACA proposal would extend the line 1.8 miles along Shaker Boulevard from Green Road in Shaker Heights to a point just east of I-271 on the Pepper Pike-Beachwood border. It also calls for building a new I-271 interchange and a 1,500-car parking lot there. Cost would be $10 million.

This news comes from Al Kleinsmith of Cleveland, who says local

newspapers are supporting the plans and the only major objection to date is due to fears of local officials at Pepper Pike that the new line might create traffic congestion at the interchange.

MONORAIL travel is being considered for Hartford, Connecticut. *The Hartford Courant* editorializes:

When the idea of a monorail system for downtown Hartford was first proposed last December it looked like a good idea.

But some good ideas fade away almost as quickly as they arise, usually because they turn out to be not so good under careful examination. For that reason it is good to see that the monorail plan is not only still alive but moving forward. The proposal, from the Bloomfield-based Connecticut Mass Transit Corp., has gained the active interest of the City Council and administrators and of others with interests in mass transit and a renewed business district.

Both private and city planners met the other day with a City Council committee and drew up a new proposed route for the system, replacing the downtown loop originally proposed. The simple fact that such things are being done indicates the strength the proposal is gaining.

The new route would be a 1¼-mile shuttle run between Consitution Plaza and Asylum Place, passing through the railroad station, the Civic Center and the site of a proposed major downtown reconstruction project. Computer-controlled trains would run on elevated tracks, stopping at five stations along the way. They would make the full run in about eight minutes.

ALMOST eight months after the first ceremonial pickax broke ground for the Second Avenue subway in New York City and nearly half a century after the line was first proposed, officials have started a six-month study to blend it architecturally with its surroundings.

Financed by a $50,000 grant from the Federal National Endowment for the Arts and a matching $12,500 from Madison Equities, a firm that owns land along the route, the study will focus on the stretch from 14th to 125th streets, with emphasis on the midtown area.

ROCHESTER may eventually have a new subway line based on present plans of the Rochester-Genesee Regional Transportation Agency, reports Hal Burleigh, 1305 Culver Rd., Rochester, N.Y. 14609. The proposed 19-mile line would utilize existing railroad rights-of-way for most of its trackage, thus cutting construction expenses. A 1971 survey indicated then it would cost $78.2 million to build.

Pictured is one of the streetcars of Granada, Spain. Service is provided to Granada and streetcar/interurban system to Santa Fe, about 10 miles to west.
Jim Seacrest, 2101 Birchwood Rd., North Platte, Nebr. 69101

Extending from Ontario Beach Park on the south shore of Lake Ontario, the line would run in a generally north-south direction to and through downtown Rochester and southward to Riverton, a planned community on the New York Thruway at Henrietta. There would be two short branches, one to Kodak Park, location of the camera plant in Rochester, and one to downtown Henrietta.

The line would use Baltimore & Ohio rails and abandoned trolley subway trackage from Lexington Avenue through downtown Rochester to Court Street, where it would go onto the old Erie and Lehigh Valley tracks to its southern terminal. The downtown portion, built underground, is owned by the City of Rochester. It was last used in 1956, when subway service ended. The Erie tracks were once used by its interurbans on the line to Mt. Morris, N.Y., abandoned long ago.

The Rochester subway ran from 1927 until 1956, after which the southern end was taken for a connecting highway from the Thruway to downtown Rochester. Originally built in a canal bed, the original subway at first took interurban trains off the downtown streets. All these trains quit by 1931. Later, the route was operated by the Rochester Transit Company,

While streetcar lines, especially the narrow-gage kind, are rare nowadays in North America, quite the reverse is true in Europe and, particularly, in northern France. Claude Gay, Amitram Publications, 8 rue Deschodt, 59000-Lille, France, has recently written a very comprehensive and liberally illustrated history of the tramway systems in and around the city of Lille. It is a complete history and description of both urban and suburban standard-gage (TELB), as well as the Roubaix-Tourcoing urban and suburban narrow-gage systems (ELRT). By far the most interesting place to see streetcars in Lille, and suburbs (TELB), was Station Square. Lille was liberated from German occupation in September '44, but early in 1945, the streetcars still had their headlights blacked out. Claude Gay's book currently sells for $30.

Photograph by Hazebrouck-Vermesse

which saw it only as competition for its own bus routes and was glad to see it abandoned.

Outside of the U.S.A.

MEXICO CITY will soon have a fourth subway route, this one to cost at least $89 million. Known as Metro line No. 4, it will run from La Candelaria to La Villa de Guadalupe in the city suburbs, writes Luis L. Torrealba, Apartado 838, Mexico 1, D. F., Mexico. At the same time Metro route No. 1 will be extended westward to Naucalpan, about 7 miles beyond. For this extension and the new line 345 new cars will be ordered. The Metro now carries over a million passengers each work day.

Mexico's little trolley system in Veracruz has the distinction of being not only the last public transit line using a Birney type trolley No. 103) but also the last company operating an American-built open trolley, reports Earl W. Clark, 2958 Westridge Ave., Cincinnati, Ohio 45238.

Open car 15 is the last of a once-large fleet of small open trolleys serving Veracruz. In the past few years many of the cars were scrapped, two were sold to the Columbia Park & Southwestern museum line in Ohio, and one went to the Texas Electric Railroaders Asso., which keeps it in San Antonio, Texas. A few others, converted to closed cars that resemble the Birney design, still ply the streets of Veracruz. With ends and sides enclosed, they no longer give the old-time open, breezy rides to their passengers.

BRITAIN, like many other countries, had been recklessly abandoning trams, or trolley lines, and replacing them with buses. This was stupidly termed "progress." But there are indications that the British trend has been reversed, at least in urban Tyneside, which actually comprises the neighboring cities of Newcastle and Gateshead. (As you know, Newcastle is world-famous for its coal industry.) Her Majesty's Government has granted 50 million pounds, no small sum, to build a light tramway in that area. Total cost is set at around 65 million, writes Foster Morrison, P.O. Box 2010, Rockville, Md. 10852, who sent us the story.

The new system will mainly use three existing rail routes now served by diesel trains and will be diverted into subways in downtown Newcastle and Gateshead, with a new bridge over the industrially polluted Tyne River. It will extend 34 miles and have 46 stations.

On August 4, 1951, the supposedly last tram ran between those two cities; and the omnibuses, as the English call them, took over in a plan designed to solve the problems of traffic jams and

high operating costs. Now listen to this: The same problems have led to the new changeover! When the forthcoming rail lines begin operating, bus service will be reorganized to feed into the rail stations, thus altering the area's public transport pattern.

AUSTRALIA's two small tramway systems that were abandoned a year ago in the cities of Bendigo and Ballarat in Victoria, now have a small portion of their former lines back in service, operating as tourist attractions on weekends and public holidays. So says Paul Nicholson, 1-41 Albert Parade, Ashfield, N.S.W. 2131, Australia. The unusual angle is that much is in public streets.

The Bendigo system closed in April, 1972; but by December of the same year the Bendigo Trust tourist line was in operation with two beautifully-restored cars, in red and white colors of the early 1900's. The cars now run along part of the former Golden Square and North Bendigo routes. Address of Bendigo Trust is P.O. Box 19, Bendigo, Victoria 3550, Australia.

At Ballarat, not very far from Bendigo, the small system that was also operated by the State Electricity Commission was closed in September. However, the newly-formed Ballarat Tramway Preservation Society acquired six of the old cars, the track, and overhead for operation of about one mile of the former line at the Botanic Gardens Reserve and along the shore of picturesque Lake Wendouree.

The Ballarat Society is seeking donations. The brochure Paul sent us promises that a copy of the local newspaper containing a 12-page supplement with a history of the now-abandoned system will be sent to each person donating money. Address of the group is P.O. Box 632, Ballarat, Victoria 3350, Australia.

NEW YORKERS think their Times Square subway station has 'em all beat for size and complications; but Clyde H. Farnsworth, writing in *The New York Times*, points out that the Reseau Express Regional of the Metro in Paris, France, has seven levels, three miles of corridors, 73 escalators, 15 elevators, and a control center in a plastic bubble that looks like the space capsule.

He says that one day recently, two women shoppers from a suburb were trying to use a big yellow ticket-vending machine, which had red lights and myriad buttons. Nicole Kohler and Lydie Farges were not having an easy time, and neither were some other people standing around dropping coins in slots and waiting for things to happen that did not.

A [illegible] in the heart of Paris, next to the Opera and near the big department stores. Thanks to the regional express system, completed a few months ago, you could get there from Saint-Germain-en-Laye, 15 miles away, in 20 minutes. The service is fast and smooth. There is piped music at every station. The walls have no graffiti, yet, and Algerian and Moroccan workers sweep up the litter almost before it falls to the rubber-tiled floors.

Even so, for Nicole Kohler and Lydie Farges there was something "distant and cold" about the new rapid transit system. It was too mechanical and automated, one of them said, as if it was not made for people, or at least not for the people of this century.

At the RER, if you try to leave without the proper ticket, a loud buzzer sounds and a black arm bangs across the exit. Within seconds a stern man in a uniform comes and collects a 15-franc ($3) fine. A ticket must be bought for the station of destination, and you must use that ticket to get out to the street by sliding it into the exit machine for a reading.

New Transit Publications

***Always a Tram in Sight*, by Jeffrey Mackenzie, 60 pages, 6x9", with stapled binding, is available from L.R.T.L. Publications, 130 Coombe Lane, Croydon CRO 5RF, England, at 50 pence, British currency. This is the story of Blackpool Tramways, the last local electric tramway left in Britain, from its beginning in 1885 to the present. Many photos, old and new, show a variety of tram types, including the illuminated cars that gave brilliant night displays; and there are a map and a roster.**

***Trolleybus Data Book*, 71 pages, 8½x11", is available from North American Trackless Trolley Asso., 1042 Bardstown Rd., Louisville, Ky. 40204, at $5.50 for stapled binding, $6 for spiral binding, and $6.25 with clear plastic protectors. Make checks payable to NATTA.**

This new book is a complete compilation of every trackless trolley line and vehicle that ever operated in North America. Opening and closing dates of each are included; also rosters of all trolleybuses and a complete list of trolleybus manufacturers. Supplements will follow and be sent to each purchaser of this publication who encloses a long, stamped, self-addressed envelope. ●

Coming Events

Aug. 18: One-Spot special steam trip. Erwin, Tenn., to St. Paul, Va.; adults $25, kids $20. C.D. Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Aug. 27-Sept. 3: "Woodland Wanderings West" to Winnipeg aboard Pullman car Cynthia on CNR's Super Continental plus traversing Ontario backwoods on local trains. Contact Michigan RR Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 29-Sept. 6: annual NRHS convention, New Orleans. Trolley and steam rides, boat trips, banquet, etc. Special train leaves Washington, D.C., Aug. 29; steam from Meridian, Miss., to N.O. For special train info contact Geo. Hartman, 6624 Fisher Ave., Falls Church, Va. 22046. For other train info. contact Sec.-Treas., Overland Chapter, NRHS, 320 Wisconsin Ave., Apt. 511, Oak Park, Ill. 60302. For convention info, query James Trousdale III, chairman, 1384 Annunciation St., New Orleans, La. 70130.

Sept. 2: PCC trip on San Francisco Muni, entire system; lv. carbarn, Geneva and San Jose aves., 11:30 a.m., return about 5:30 p.m. Adults $5, kids $2.50. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 8: CV excursion, White River Jct. to Burlington and St. Albans. Bus connection out of Boston. Frank Kyper is trip chairman, Mass. Bay RR. Enthusiasts, P.O. Box 136, Ward Hill ,Mass. 01830.

Sept. 12-16: First annual exhibit, rr. art and model craftsmanship, 852 N. Hollywood Way, Burbank, Calif. Write Geoffrey Darwin, Box 5429, Sherman Oaks, Calif. 91413.

Sept. 13-14: Railway Systems & Management Assn. conference on electrification, Lake Shore Club, Chicago.

Sept. 15: Morris County Central Museum annual benefit fantrip; steam power over Morristown & Erie. Write P.O. Box 237, Cedar Grove, N.J. 07009. (SSE)

Sept. 16: National Capital Trolley Museum, Parade of Trolleys, 1:30 p.m. and 3 p.m., 11 cars running. Contact Robt. Flack, 1909 Forest Dale Dr., Silver Spring, Md. 20903. (SSE)

Sept. 22-23: scenic Rio Grande Zephyr excursion over entire route of Vista-Dome streamliner, Denver to Salt Lake City. Contact Kenton Forrest, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Sept. 29-30: NY Chapter, R&LHS, fall foliage weekend trip from New York with East Broad Top steam; trolley rides; Dutch country supper, etc. Contact Geo. Basch, 85-15 143rd St., Jamaica, N.Y. 11435. (SSE)

Sept. 29: Berlin Bonanza, Portland, Me., to Gorham and Berlin, N.H., return, incl. Berlin branch, Grand Trunk. Family style meal; first 300 reservations by Sept. 15. Open-door baggage car, air-cond. coaches, lv. India St., Portland 8 a.m., return about 6:30 p.m. Adults $12, $8 kids. Lunch extra. Contact Ron Palmquist, The 470 Railroad Club, 16 Glen Ave., Portland, Maine, 04107.

Sept. 30: tri-state rail excursion, Portland, Me., to Island Pond, Vt.; over 300 miles on Grand Trunk, photo stops, etc. Lv. Portland 8 a.m., return about 7 p.m. Adults $18.50, kids, $10. Write Ron Palmquist, The 470 Railroad Club, 16 Glen Ave., Cape Elizabeth, Me. 04107.

Sept. 30: Marion, N.C., to Erwin, Tenn., on Clinchfield, return same day. Contact Exchange Club of Shelby, Roddey Eaves, 1305 Briarcliff Rd., Shelby, N.C. 28150, or Dave Hinson, 309 Circleview, Shelby, N.C. 28150. (SSE)

Oct. 13: B&M branch lines ramble in conjunction with annual meeting of Railroad Enthusiasts in Boston area. Write Frank Kyper, trip chairman, Mass. Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Oct. 20-21: First annual open house on New Hope & Ivyland by New Hope Chapter of NRHS. Unlimited rides on all trains, steam mixed, ex-Pennsy doodlebug 4666, night train trip on Sat. with movie-slide show aboard, buffet meals, both days, on ex-EL diner-lounge 747, guided tours of enginehouse, photo run-bys. Richard Roden, chairman, 910 W. Cobbs Creek Parkway, Yeadon, Pa. 19050. (SSE)

Oct. 27-28: Steam on B&M and CV. Boston to Montpelier, Vt., and return behind other steam. Proceeds help restore ex-CNR 4-6-2 5288. $50 per seat. Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

Sept. 16: Reading RR push-pull diesel excursion to Shippensburg, Pa., about 94 miles. Lv. Reading 9 a.m., return about 6 p.m. Fare about $15. Contact Pottstown Chapter of NRHS, Box 47, Pottstown, Pa. 19464.

Sept. 22: excursion for 100th anniversary of two CP lines but with all-CNR consist over CP to Owen Sound. Return on CNR via Palmerston; 290 mile scenic route with photo run-bys. Lv. Toronto Union Station 8:30 a.m., return 9 p.m. Adults $14.40, kids $7.75, deduct 10% before Aug. 25. Write Upper Canada Railway Society, Box 242, Station M, Toronto, Ont., Canada.

Sept. 29: doubleheader steam excursion, Birmingham to Sheffield, over old North Alabama R.R. Contact Heart of Dixie Chapter of NRHS, P.O. Box 254, Birmingham, Ala. 35201. ●

Mike Eagleson

IN SEARCH OF STEAM

WILMINGTON & WESTERN at Greenbank, Md., rated high on the steamfans' list for places to visit this past summer, when the road began operating its beautiful ex-Mississippi Central 4-4-0. No. 98 is a true American Standard, rebuilt since her Louisiana Eastern days and more attractive than ever. The W&W, under new management, has the eight-wheeler and the ex-Canadian National 2-6-0 No. 92, both tastefully striped and lettered. This is quite a reversal from the road's old policy of gaudy engines with the name *President Washington* ablaze on the cab. It is a change for the better and I know that my fellow locomotive purists agree. The handsome 4-4-0 presumably kept running all season while the Mogul underwent firebox repairs. Next year, I look forward to seeing those engines in a spectacular doubleheader!

AT MONTICELLO, Illinois, the Monticello & Sangamon Valley used an additional steamer last summer, No. 1, a 27-ton 0-4-0, flanked by 0-6-0 No. 191, an 85-ton switcher formerly on the roster of Republic Steel Corp. of Columbus, Ohio. A third engine, ex-Southern Ry. 2-8-0 No. 401, is awaiting repairs.

KENTON HAWAII, LTD., operating and maintenance contractor for the high-speed, ground-test center at Pueblo, Colo., is looking for an old steam loco and a few cars for display at their visitor center. Contact Keith C. Weir, business manager.

TWO STEAMERS are on display in Savannah, Ga., beside the old Central of Georgia passenger shed, reports S. B. Hays, 203 Holden Dr., Clemson, S.C. 29631. Belatedly fenced, they are in bad shape and need immediate attention before it's too late. Perhaps a local railfan group could start a project of looking after those exhibits, Central of Georgia 4-6-0 No. 403 (ex-Sylvania Central No. 103) and Wrightsville & Tennille 2-8-0 No. 223 (ex-Central of Georgia No. 1223). Another C of G steamer, 2-6-0 No. 178, mentioned in my June column, is fenced in Probst Park, Columbus, Miss., notes Dave Read, 1424 Sycamore Dr., Augusta, Ga. 30904. Local railroad buffs are planning to restore her and three passenger cars, but I don't believe for operation purposes.

A MOGUL that helped to build the Panama Canal is now being rebuilt next to the Balboa Railroad station in Balboa, Canal Zone, by Adrian Bouché and Dennis M. Barnette, Stratcom OPS, Drawer 902, Fort Clayton, C.Z. The 2-6-0, No. 299, built by American, was sandblasted and painted in two days by these volunteers. I'd like to see a photo of her when completed. Elsewhere, a German-built, 24-inch-gage 0-4-0T is owned by Jim Halverson, Box 41, Ridgeway, Iowa 52165. Jim is looking for 2-inch gage trucks, cars, couplers, and track so he can run her. Who will help?

CARBON LIMESTONE CO., operating in both Ohio and Pennsylvania, recently rebuilt their 38-inch-gage 0-4-0T No. 31 at Hillsville, Ohio, into a 2-4-2 with tender for display purposes and renumbered her No. 6, for no apparent reason, comments Frank Vollhardt, Jr., 2675 Mahoning Ave., N.W., Warren, Ohio 44483.

WHO CAN TELL me about the American steamship *S.S. Clarion* which sank in Lake Erie on Dec. 8, 1909, in 11 fathoms (66 feet) of water, 7 miles southeast of Pt. Moullie? She was carrying gold and silver bullion and 12 steam locos. The total value of her cargo, by 1909 standards, was $120,000. Does anyone know what engines they were? Are they still in "Davey Jones's locker" and has anyone tried to salvage them?

BEFORE rumors start flying, here is the official status of Green Mountain Railway's (ex-Canadian Pacific) 4-6-2's, 1246 and 1293: Both Pacific types have been sold to Steamtown, U.S.A., where 1246 was put in immediate operation while 1293 is stored protectively for future use. Steamtown's ex-Nickel Plate Berkshire 759 has been making several excursions this year, the proceeds helping to restore former Canadian National 4-6-2 5288. The 759 will be on the big Oct. 27-28 weekend fantrip from North Station, Boston, to Montpelier, Vt., and return, via Boston & Maine and Central Vermont. This will be your first opportunity to ride mainline steam on the B&M and CV since 1955. For particulars write Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101. This is a most enlightened and progressive attitude on the part of Steamtown, using the profits from a well exposed, yet operable, loco to finance the rebuilding of another engine that hasn't felt a fire on her grates in fifteen years. Congratulations!

After a series of trips, the Berkshire will be extensively overhauled for use on the *American Freedom Train* in 1975 and 1976, reports Frederick G. Bailey, assistant director of Steamtown. They are now actively seeking donations of steam locos and other railroad material, which is unusual for Steamtown.

FOR THE FIRST time in several decades a steam-powered freight left

Putting on the feed-bag. Strasburg R.R. No. 90 takes on coal at Strasburg, Pa., July 16, '70. Decapod, built by Baldwin in '24, is former Great Western loco.
J. Howard Audibert, 6632-28th St., South, St. Petersburg, Fla.

Classic scene of eight-wheeler 98 of Wilmington & Western pulling open end coaches at Hercules, Md., June 10, '73. Ex-Mississippi Central 4-4-0, tastefully striped and lettered, proves great attraction for railfans and tourists to area.
Photograph by Michael Eagleson

Birmingham, Ala., on May 31. It seems that Southern Railway's famed excursion 2-8-2 No. 4501 needed a break-in workout after an overhaul. What better way was there to test her than by tieing half the yard to her tail and sending her bound for Chattanooga with 2600 tons? I hope someone will send me a photo of this historic event.

WORK PROGRESSES on the new shop buildings of the Cass Scenic Railroad at Cass, W.Va., and here was the motive power line-up for the 1973 season: Shays No. 3 and 5 and Heisler No. 6 are in service. Possibly Shay No. 4 also. Shay No. 2 underwent overhaul, while Shays No. 1 and 7 were out of service, along with the Climax and the Ft. Eustis 2-8-0 and 0-4-0T. Not a single run was missed since fire last year destroyed the old shop building—an enviable record that could be followed by many a big mainline road.

New Steam Publications

TWO new British books you'd probably enjoy are *The LNER 2-8-2 and 2-6-2 Classes*, by J.C. Clay, 111 pages, selling at £1.80, and *The Arthurs, Nelsons, and Schools of the Southern*, by S.C. Townroe, 103 pages, £2. Both are published by Ian Allan Ltd., Terminal House, Shepperton, Middlesex, Tw17 8AS, England. Both are illustrated with stills, action shots, and diagrams, and include specifications and bibliographies, in addition to a lot of good reading matter.

STEAMFANS should read a new book just issued by the Public Relations Dept. of Union Pacific R.R., Omaha, Nebr., 68102, called *Eighty Four Forty Four*. This 14-page book, selling for $1, opens to a full 22-inches wide. It is loaded with pictures of UP's railfan loco 4-8-4 No. 8444, the men who keep her running, and charts with her dimensions.

The 1973 *Steam Passenger Service Directory*, now out, is bigger than ever. Listed and pictured are well over 100 steam tourist roads and museums. Did you know there were so many? This 148-page book, with a dramatic colored cover, may be had for $2 from Empire State Railway Museum, P.O. Box 666, Middletown, N.Y. 10940. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

INTERESTING RAILFANS No. 129

EVERETT L. ROHRER

by FREEMAN HUBBARD

BORN into a thrifty, hard-working, Mennonite family that had emigrated from Germany and was homesteading on the Kansas prairie, Everett L. Rohrer opened his brown eyes for the first time in a three-room, scantily-furnished, wooden farmhouse on March 20, 1906. When he was old enough to go to school at Richards he walked there four miles a day, rain or shine, sometimes through a blizzard, until his father bought him a pony. Thereafter he *rode* to and from school, tieing the pony outside the schoolhouse during classes. He felt as proud and as rich as Jim Hill.

Beside the little schoolhouse glinted the alluring rails of the Kansas City Southern, but the only railroader in his family tree was a great-grandfather who had worked for the Pennsy. Young Everett often thought of him and wondered what lay beyond the horizon of wheat fields and buffalo grass. Despite his teacher's reprimands and punishment for his interest in passing trains, Ev found them much more exciting than the three R's.

One day, as a high school sophomore, he tried to hop a fast freight leaving town. It picked up speed so quickly that he fell down a steep embankment. For this he suffered bruises, scratches, torn clothes, and later a sound thrashing by his father; but railroad fever had already gotten into his blood. After graduating from high school Ev wanted to fire for the KCS, was turned down because of his youth, and eventually hired out to the Missouri Pacific. This is how it happened:

"I had climbed aboard a Missouri Pacific 2-8-0 when the engineer, Burt Higgins, suddenly backed into a siding to pick up some cars. The jolt threw me against the back of the steel cab, injuring my right knee so badly that I was incapacitated for nearly a year."

Did this second accident cure his railroad fever? It did not. He still hoped to go firing. As long as Ev was hobbling around on crutches, Higgins sweated it out for fear the boy's father would sue the company and cost him his job. Every time he passed through town the worried hogger visited Ev, who was then living beside the railroad track. He'd stop his train and dash in to see how the kid was getting along, bringing candy, popcorn, peanuts, and other small gifts. The Rohrers never filed a suit, but Ev asked one favor of the engineer: "Get me a firing job as soon as I can walk again without crutches."

Higgins agreed. In due time the lad passed a physical exam and began wielding a scoop, there being no stoker-fired engines on the "Mop" in those days. For two or three years he tossed shiny black coal into fireboxes, sometimes as much as forty tons a day! He sweated like a pig, his back ached, his hands blistered. You know the old boomer's description of a fireman, "a fellow with a broad back and a weak mind." Many a kid would have ditched his shovel, saying, "I've had it." But the Kansas wheat farm had inured Everett Rohrer to toil.

Besides, he really liked railroading; so he stuck it out. Even while going to daytime classes at Wichita University, the future Railfan No. 129 remained on the MP payroll, firing on the extra board or holding down a night shift in the roundhouse or backshops as an apprentice boilermaker, welder, or steamfitter, but always keeping up with his studies, in the belief that:

"This is the gospel of labor;
Ring it ye bells of the kirk:
The Lord of Love came down from above
To live with the men who work.
This is the rose that he planted
Here in the thorn-cursed soil:
Heaven is blest with perfect rest,
But the blessing of earth is toil."

As a college graduate he became a drafting engineer for a light and power company, still holding his MP seniority until the Depression hit. Even after that, for a short time, he fired Santa Fe steam locomotives. Later, he had "law and order" jobs with the Burns Detective Agency and as a city marshal, a deputy state marshal, and a deputy sheriff of two Kansas counties, which indicates that he knows how to handle a gun.

"A bedraggled cowboy" is one way Mrs. Ruth Howell of Lubbock, Texas, recalls the way he looked on a rainy day 35 years ago, referring to his role in a re-creation of frontier days at Cheyenne, Wyoming. His broad-brimmed hat, borrowed for the occasion, drooped down around his ears while his baggy pants, like Charlie Chaplin's in the movies, seemed almost to fall off. At that time, had he so desired, Everett Rohrer might have qualified for a job as a clown or a comedian. He was, in fact, a flyer trainee.

But aviation and rails just don't mix. F. Nelson Blount, millionaire boss of the Edaville Railway and a cranberry bog in Massachusetts, had an air pilot's license, but was killed when his privately-owned plane hit an electric installation near his home. Everett Rohrer in his early days also dabbled with aviation, recalls Ralph M. Fellows, an inspection engineer of Buenos Park, California. He was piloting an old "Jenny" when it crash-landed. This scared the youth so much that he has never since tried to handle a plane. Another form of transportation in which he nearly met disaster was the motorcycle.

"During a rainstorm," writes his longtime secretary, Catherine A. Hurlbutt, "Everett was making so much speed with a motorcycle on wet pavements that he tipped over on a curve. Fortunately, he wasn't hurt; but a motorist coming along behind just barely managed to stop before running over him. Meanwhile, the motorcycle, out of control, kept spinning around crazily in circles. It must have been an amusing spectacle, but neither Everett nor the motorist thought so at the time."

In 1939, while employed in Denver by the Reclamation Bureau, Department of the Interior—his present position—he "moonlighted" by firing a night switch engine in the Union Pacific yards, the third railroad he worked for. After the Pearl Harbor attack he got a leave of absence from the Bureau to fire locomotives on the UP main line out of Cheyenne, Wyoming, helping to move men and munitions for the war effort.

"I found it exciting to fire the high-speed 800-class 4-8-4's, the great Mallets, the 2-10-2's, and the 9000-class 4-12-2's," he says. "Around that time the UP bought new Challenger Mallets (4-6-6-4) and then the 4000's, the world's largest steam locos. Those giants were 4-8-8-4's. The later ones measured 148 feet, with mechanical stokers that could feed the astonishing amount of 26 tons of coal an hour into the firebox! I worked for engineer Van Martin. Never have I seen a man get more out of a steamer. He knew how to set the cutoff, where to drop her in the corner and beat her on the back, how to save his fireman undue labor, and how to cut down on the use of coal."

One winter night when Van and Everett were handling a big Mallet helper on a westbound supply train, Ev saw the steam pressure dropping. He jumped off the seatbox to glance at the stoker-engine pressure and jet pressure. Then, opening the firedoor, he discovered a four-foot hole in the middle of the firebed! The grate had fallen down into the ashpan! Steam was dropping fast. Van eased off the throttle and whistled a distress signal to the train engineer.

Carolyn Hunt, secretary, with Everett looking at his display of HO models in '72.

As they struggled up to the next passing track the head brakeman ventured out onto the running board, then onto the pilot, and dashed over to the switch. The lumbering freight moved safely into the siding, in the clear. Five minutes later the cinder-rattling *Challenger,* train 87, coming up behind them, thundered by with no delay. Her crimson marker lights dwindled to pinpoints and vanished in the distance.

But that solved only one problem. There was still that gaping hole in the firebox. Ev suggested that his crew break open a section shanty to get some crowbars and rail-spacer rods to crisscross over the flame-filled cavity. This they did. Then he hand-shovelled coal into it and they got up steam again. Even though they were just halfway to the top of Sherman Hill westbound, they made it over the summit and back to Laramie with no further trouble. We don't know how the section foreman reacted to finding his shanty burglarized.

On another occasion, still in wartime, the same engine crew caught a helper job with an 800-class 4-8-4 to run light to Greeley, Colorado, and

Former Great Western Consolidation No. 75, now owned by GW 75 Co. of Denver, Colo., just after making TV film in 1969.

assist a troop train. It was a bitterly cold gray day, a week before Christmas. Snow covered the ground while icicles festooned the town's roofs and windows. The men thought they had time to eat a good meal, but no sooner had they entered the hash-house to give their orders to the waitress than they heard the melodious deep-toned whistle of the troop train's 800 storming into Greeley!

Well, there was no hot dinner that day. Each man grabbed a whole pie, flung down a few coins on the counter, rushed out, and climbed onto their engine. As they left the beanery queen she waved good-bye with a bright smile. She was used to such emergencies.

Snowflakes whirled. A blizzard set in. While the hungry engineer and fireman were wolfing their pies and wishing for coffee, they pulled out of Greeley with the troop train and soon were working up to about 80 miles per hour. Then the mechanical stoker suddenly went dead! Running at high speed with the hottest item on the trainsheet, a loaded troop train, the two men in the cab realized the gravity of their situation. They dared not lose the schedule.

Ev jerked open the floor-deck doors and dug into the conveyor auger. Van whistled a transfer of air to the train engineer. Then he got down onto the deck with his fireman. By frantic tugging with a crowbar and hammer in the swaying cab, they dragged out a huge length of pipe before the steam could fall 100 pounds below its regular operating pressure of 300 psi. Van resumed his seat, transferred the air back. Ev built up his fire, and they kept on rolling. No one but the two crews knew what problem they had solved in a brief time with sweating, desperate work to get the stoker operating again. And so the troops, sleeping fitfully in three-tier berths behind the engine, proceeded westward with no hindrance on their long journey toward the Iwo Jima beach-head or God knows where.

Our *Interesting Railfan* had a close brush with death on a winter's dark early morning about two o'clock at a way station, Buford, six miles below the top of Sherman Hill. The temperature had sunk to 20 below. A car in a freight train was derailed, slammed into the side of Everett's tender, and glanced off the engine cab.

"I had just gotten out of my seat," he remembers, "and since we were on the right-hand side of the eastbound main I was lighting two safety lanterns that the terrific wind had blown out. If I had been in the cab then I would have met a violent death, so I knew the dear Lord had His arms around me."

Ev liked many steam locos, but his favorite was Union Pacific 3967 that he drove on many occasions. It nearly broke his heart when the big Challenger Mallet was scrapped in 1950's. He was given builder's name plate and whistle.

Excitement and danger kept piling up in war years. One rain-swept night while Ev was firing for Van and they were on a close schedule as usual, their headlight and all their cab lights suddenly winked out. Ev climbed through the cab window, advising Van not to stop the train.

The engineer agreed. "I won't work much steam," he shouted above the din of train operation, "and I'll take care not to jerk the engine, but you'd better take care—don't fall off."

They both knew it was against the rules for a man to be out of the cab while the train was in motion, but realized the urgent need for illumination on a dark wet night. Ev crept warily out on the running board and opened the steam-turbine generator which supplied electric power for their lights. Using his pocket flashlight, he could see that one commutator brush was not making contact with the commutator, having burned off too short to touch it. So he stuck a small piece of wood between the brush and its spring, and the lights came on instantly, as the generator was still running—and they stayed on for the rest of the run.

During those critical years, UP mainline trains ran in one direction or the other on an average of one every six or seven minutes, especially over Sherman Hill! Everett Rohrer was on a helper board—a board which listed only engines and crews for such service moving west out of Cheyenne to climb the big hill. Sometimes this board turned completely in less than eight hours, which means that more than 87 trains crossed the steep Continental Divide in one-third of a day!

"Practically everything was steam in those days," Ev tells us, "good, old, reliable steam! But I do recall one ornery old girl, No. 1913, a hand-fired 2-8-2. Hardly anyone wanted her. Some railroaders are superstitious about the number 13. One sub-zero night the fireman who caught her, just ahead of me, had to work with the door open to have a good draft. While he was shoveling coal into the firebox, the 1913 blew a flue and shot boiling water back through the door all over him. The poor fellow was painfully scalded.

"When Van and I pulled up behind, we cut off our helper engine, a big Mallet, and helped to push the train into a siding. There the hoodoo gradually blew herself down, killing her fire. Eventually, after she had turned over on a subsequent run, the recalcitrant brute was scrapped."

Everett's record also includes a wartime period with a railroad battalion overseas, during which he ran engines on military trains in England, France, Germany, and Belgium.

"I'd never do it again," he shudders. "Being on a train strafed by enemy aircraft chills your spine—and even worse! One bomb put me in a hospital at Verdun, France, with a broken back and blood poisoning. That ended my part in the war."

Some time after returning to America, he went back to the Union Pacific, and in 1947 was promoted to engineer. But instead of only railroading, he also resumed work for the U.S. Government in daytime and was a hostler at

night for the UP in the Denver yards.

"When my engine was standing still," he tells us, "I almost constantly checked her pipes, her conduits and brake rigging, her air and oil lines, and other appurtenances to learn more about her. Also, in spare moments I would follow the inspector around in the pit as he went underneath an engine methodically checking the bearings, the journals, the brakeshoes, the brake cylinders, the equalizing bars and rods, the brake rigging, the rigging pins, the wedges and shoes, eccentric valve motion, and so on. These parts I studied with fanatical zeal. I took measurements and made sketches and photos, especially of the valve articulation and the 'monkey motion,' because I wanted to know exactly how those big machines operated. I even made a detailed, perspective, scale drawing of one of them."

The Intermountain Chapter of NHRS, of which Ev Rohrer is a member, acquired a Great Western steamer, No. 75, similar to the one on which he had been injured in boyhood. She has since appeared in half a dozen movies. In each one, Ev handled her throttle. Meanwhile our hero, with Mike Middleton and Dr. James R. Arneill, a noted Denver surgeon, jointly bought the engine from the chapter and have since used her for fantrips, movies, TV, displays, exhibits, and even the Union Pacific's Golden Spike Centennial. Incidentally, Dr. Arneill is president of their little group, the Singing Rails Railroad Co., and the proud owner of ten original railroad paintings by famous Otto Kuhler, including the one used on the October '71 cover of *Railroad Magazine*.

"We kept the 75 housed in Salt Lake City for five years," Railfan 129 tells us, "often working her out of there. But to make the *Alias Smith & Jones* TV series we moved her and our rolling stock to Denver. We have three passenger cars, a baggage car, a large water car, a red caboose, two other cars, and Dr. Arneill's custom-built private business car. We keep these up to AAR standards so they could run on any standard-gage line. Once a year, as the law requires, the ICC and the Department of Transportation inspect our engine."

Ev also operates, mostly as a hobby, a Cadillac repair shop for his friends. "He is a jack-of-all trades and we call on him for all our mechanical problems," says Dr. Arneill. The same shop keeps in repair the eight Sunday-school buses owned by the First Church of the Nazarene, where all three Rohrers are members and are active in religious work.

"Many times Everett has been helped by Bible verses I quoted to him," writes Mrs. Henrietta B. Dungan, a Christian science practitioner of Boulder, Colorado. "Among other charitable acts, he often spends one evening a week showing slides and films to patients at the Veterans Administration Hospital in Denver."

Everett had received such good attention there, following his wartime injury, that he showed his gratitude by devoting more than 2,000 hours to the patients' welfare, for which he was awarded a bronze plaque and a certificate of merit. Another of his interests is a steam traction engine, a 52,000-pounder which prior to his ownership had been powering a sawmill. This machine he rebuilt entirely in his own shop over a period of nine years. He did this for sentimental reasons, his late father having once expressed a great fondness for it.

Everett Rohrer married twice. His first venture flopped. "The biggest mistake I ever made," he says, "was marrying a pretty girl whom I didn't know or understand." But that didn't sour his life. One day he saw a young lady named Lydia Toedli on a bus. They fell in love and were married on June 2, 1950; and there is much evidence to prove they have been happy together ever since.

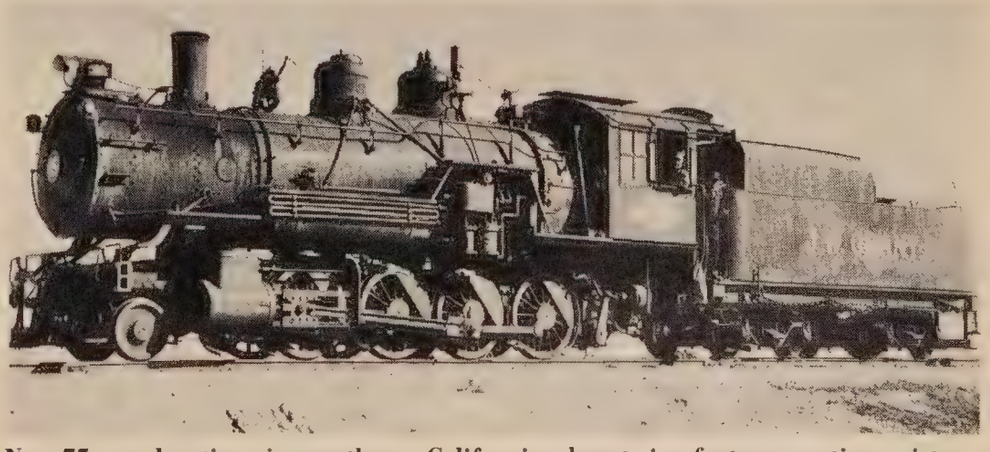
"Just after the wedding," Lydia says, "we left about ten p.m. for a cabin on Lookout Mountain. It was a wild ride. Due to a raging blizzard, we had to leave our car and hike in with our own supplies—but it was fun! On Monday morning we were both back at work."

Later, they took a longer honeymoon trip. For part of that time the groom rode in the cab of the Southern Pacific's 4444, a Daylight passenger engine. Being a Masonic Shriner, he was pleased to find that the engine crew were also Masons.

"They gladly let me ride with them," he recalls, "and before long I was running her, pulling 19 passenger cars, a thrill I shall never forget. Instead of her pneumatic whistle-valve button, I used her old-style whistle cord, sounding the melodious chime whistle as we highballed through the small towns northbound from Oakland. When I finally climbed down off the engine and looked back, I saw the blue-uniformed, brass-buttoned conductor toting two large suitcases, with my beautiful Lydia trailing him. He bawled me out for having ignored my bride on her honeymoon. How crazy can a man be over a piece of machinery? But steam engines aren't ordinary machines; each has a personality. Besides, Lydia is tolerant and understanding. Otherwise, I don't know how she could put up with me."

Says Lydia: "Just about every vacation and week-end we either chase trains, taking pictures, or, if possible, ride steam trains. And guess what we did on New Year's Eve in 1951? We were out in the Union Pacific yards, dressed in overalls and jumpers and blowing whistles like a couple of fools."

Our subject is still working for the Reclamation Bureau in Denver and living at 2898 South Grant Street in Englewood, Colorado 80110, with his wife and their only child, Melanie, born May 7, 1958. "Melanie has acquired a great deal of knowledge in the fundamentals of living," says her father's secretary, Catherine Hurlbutt. The girl is a talented accordionist and has played with several bands.



No. 75 on location in southern California desert in feature motion picture film *The Professionals*. In cab with Everett is fireman Michael Middleton.

Everett's wife, Lydia, and daughter Melanie at age of 5 in June, 1963.

When our *Interesting Railfan* was ten years old, he borrowed a neighbor's camera, rode a farm wagon into town, and snapped a photo of a Kansas City Southern 500-class 2-8-0 with a train. That was his first railroad picture. He now has about 2,200 rail shots, mostly steam, including 1,200 35mm slides, and nearly 100,000 feet of 16mm film.

Ev has a friendly grin and twinkling eyes, is about average height, and tips the scales at 175 pounds, which is what he weighed 23 years ago at the time of his second marriage. He can still get into his old Army uniform, dating back to 1945. How many other readers could do that today? Most men in his age group have become a bit overstuffed by eating too much over the years. An athletic type, Ev won some ribbons and medals in school for running and jumping, and he still can do push-ups.

Politically, he leans toward conservatism. His reading matter includes the Bible and scientific, engineering, and railroad historical books. Also rail, outdoors, hunting, and sports magazines. Steam loco and train pictures adorn the walls of his Englewood home, and in the basement he has some HO-gage model equipment. He likes cats, dogs, and his daughter's two pet skunks, which he insists are very clean; but the only use he has for wild animals in general is to shoot them, being an expert marksman.

"My major resentment," he says, "is the fact that the Post Office Department took away mail transportation from the railroads, thus downgrading passenger service and delaying mail."

In 1953 the Intermountain Chapter of NRHS elected Everett Rohrer as president in the expectation that he would set up a special excursion for them with a UP Challenger Mallet between Denver and Laramie over Sherman Hill. Well, he did. He arranged with Harry Engleson, then UP general passenger agent, to let them use a giant 4-6-6-4; but which one was not immediately made known. To our hero's surprise, Engleson picked the 3967, which Ev had handled in bygone years but was now located at Pocatello, Idaho. After some finagling, she was brought down to Denver for the excursion.

"Seeing her again," Ev recalls, "brought tears of joy to my eyes. The engineer was 'Doc' Campbell. He told me: 'Everett, this is your engine and your train. If you want to take over, go ahead!' Which, of course, I did and she ran absolutely perfect."

The affair was a sellout. Carried away by enthusiasm, Everett overdid his desire to please the sound buffs back in the baggage car who were recording the noise, according to Harry Engleson, now retired. Leaning on the whistle, he wailed at all crossings, sidings, etc., and in the open country he sent livestock scurrying in all directions. Antelopes, coyotes, and jackrabbits made themselves scarce. However, he saved enough steam to get over "the Hill."

But not long afterward the precious 3967 was cut up for scrap. It nearly broke Everett's heart, although the president of the Union Pacific later gave him her builder's plate and whistle by way of consolation. ●

HOBBY CLUB

conducted by Sy Reich

NEW ORLEANS will be the focal point late in August and early September for National Railway Historical Society members from some 107 chapters in the U.S. and Canada attending their 1973 convention.

They will be arriving by steam and regular diesel-hauled trains, riverboats, automobiles, buses, and planes. Host for the gathering, Aug. 29-Sept. 6, is Jim Trousdale and the New Orleans Chapter. They will even have a committee on music and flowers, with banquet seating being handled in the continental manner by Osborne M. Taylor of Switzerland. (Os is also a director of the New York Chapter of another organization, the R&LHS.)

President Lewis Pardee has appointed George S. Hartman agent for the great convention special train leaving Washington, D.C., for New Orleans. George (6624 Fisher Ave., Falls Church, Va. 22046) will handle ticket sales, reservations, etc. We don't have space here to list all the sights of the French Quarter, but a walking tour brochure is available to the conventioneers. One attraction is the trolley ride on the St. Charles line, sole remnant of what was sort of a streetcar paradise. It is interesting to note that New Orleans had only one interurban, the Orleans-Kenner Electric Ry., extending along the Mississippi River on private right-of-way between the city and suburban Kenner. The line was completed in 1914 and ultimately operated by New Orleans Public Service Co. until service ended in 1930.

The Overland Chapter is serving as a clearing house for groups or individuals desiring to travel together to the convention. Chapters interested in getting up groups to ride the *Panama Limited*, *Sunset*, or combinations of Southern and Amtrak connections should contact Secretary-Treasurer, Overland Chapter of NRHS, 320 Wisconsin, Apt. 511, Oak Park, Ill. 60302.

A novel line in souvenirs is being introduced by British Rail's Swindon Works for collectors of railwayana. We mean commemorative plaques showing famous Swindon locos. The plaques will be cast, where possible, from metal reclaimed during the scrap-

ping of the depicted class of loco. First of the series shows a Warship type diesel-hydraulic engine. Accompanied by a numbered certificate, the issue will be limited to 3000 plaques, after which the pattern will be destroyed. Sole agents for the distribution will be the Festiniog Railway Co. In future issues they hope to include such locos as *North Star*, *Great Bear*, and *King George V*.

Pacific Southwest Railway Museum is negotiating for a lease of a museum site in the Campo area in San Diego, Calif. They recently acquired former Santa Fe business car 1509.

Wisconsin Notes: Laona & Northern is steamed up to operate daily except Sunday through Sept. 1. The Kettle Morain Ry. at North Lake is in steam on weekends; operations are going full tilt at North Freedom and East Troy. The railroad-motif restaurant at the old C&NW depot in Waukesha is slated to open very soon, could be now. A Soo Line Ten-wheeler, some ex-GM&O standard coaches, a caboose, and sundry freight cars adjoin the refurbished frame station adjacent to the still active C&NW freight line. So says *Sparks & Cinders* (Wis. Chap. of NRHS).

Yvon Duchesne, known to his friends as "Cowboy" because of his interest in horses, is a carman in Canadian National's Pt. St. Charles shops at Montreal. For the past 15 years he has won Quebec's pacing championship on a horse called Steelman. The same speedster helped him win over 100 trophies and hundreds of ribbons in Quebec and Ontario.

Proposed operation of Sand Point line as a segment of the Puget Sound & Snoqualmie Valley was turned down by a majority of the Puget Sound Railway Historical Assn. members. It was voted, instead, to concentrate on the development of an operating railroad and an accompanying rail interpretive center on trackage near Snoqualmie, Wash., which the Burlington is about to abandon, and on a site to be acquired by the State Board of Parks & Recreation. The members cited insufficient manpower to efficiently operate both lines and the museum at Snoqualmie. All available locos in operating condition will be needed for the season at Snoqualmie and for a proposed future move from the present location.

A history of the Providence & Worcester R.R., now being written, according to the B&M R.R. Historical Society *Newsletter*, will cover everything of importance on the P&W, from the Transportation Riot to the present day, including possible acquisition of the old Boston, Barre & Gardner, now the B&Ms' Gardner branch. Info. is wanted on the *State of Maine*, *White Mountain Express*, other trains, tourist and resort areas, New Haven operations of the line, and histories of the textile and canal enterprises, especially Tyrrell's books on mills and mill construction. Rail reports also are needed. Contact Brian Manning, 16 Fairview Ave., Coventry, R.I. 02816.

The 33½-ton steam loco *Corrall Queen*, class B4, was delivered recently to the Bluebell Railway in Sussex, England. Bought by The Bulleid Society from its owners, Corralls of Southampton, she was originally built by the London & South Western at Nine Elms in the 1890s and worked mainly at the Southampton docks. She was sold to Corralls in 1964.

Good news for railfans comes from New Jersey's Pine Creek R.R. Members made a trip to Cape May and brought back to Allaire their Baldwin 2-6-2's tender. Fortune smiled on Pine Creek when they located a shop that will be able to make a new tender tank for the Prairie and roll a new stack for their Shay. Much work lies ahead on the 2-6-2, but, with any luck, they might have her in operation late this season.

Danville Junction Chapter of NRHS officially opened its museum in June with an 0 gage scale layout, rail history displays, lanterns, etc. Located at 206½ S. Sandusky Street, Catlin, Ill., the museum will be open Sundays through Labor Day, 1 to 4 p.m.

D&H Display Train with Alco PA-1s 18 and 19 roar under Starrucca Viaduct at Lanesboro, Pa., enroute from Binghamton to Wilkes-Barre in May, 1973.
R. J. Allen, 14 Ethel St., MR 99, Binghampton, N.Y. 13905

A movement is under way in the Knoxville, Tenn., area to make the abandoned right-of-way of the Smoky Mountain R.R. into a bicycle and hiking trail. The line ran from Knoxville to Sevierville, Tenn., about 26 miles. Contact Dr. Hugh Welch, 600 Noelton Dr. Knoxville, Tenn. 37901. ●

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

RAILS IN THE NORTH WOODS, by Richard S. Allen, William Gove, Keith F. Maloney, and Richard F. Palmer, 194 pages, 7¼x10¼", hard cover, photos, rosters, maps, timetables, North Country Books, Box 86, Lakemont, N.Y. 14857, $9.95.

Here is a well-researched history of seven Adirondack shortlines. As the authors aptly point out, hardly a town of any consequence (this could be anywhere) escaped railroad fever. Most of them spurted for a time, excited by the burgeoning business, and then relaxed into drowsy contemplation of what might have been. This work cites several examples typical of upstate New York short lines. Two were built strictly for mining, two for lumbering, and two for general service. Of these, only one remains today, Lowville & Beaver Falls. The book has many fair to good pix of these lines from the collections of Philip Hastings, Tom Taber III, and others.

FUTURE RAILWAYS AND GUIDED TRANSPORT, by P. M. Kalla Bishop, 123 pages, 5½x8½", photos, diagrams, roster, IPC Transport Press Ltd., 40 Bowling Green Lane, London EC1R ONE, 2.65 pounds.

This is a comprehensive account of present-day, advanced, British railway technology and of likely future trends. It covers motive power, signalling, control systems, tracked Hovercraft, magnetic levitation vehicles, and evacuated tubes. The author also examines railways of the future, with trains controlled from widely dispersed centers.

Almost everything for model railfans.

Prescott-Pickup Co., Ltd., of England, lithographer and fine art publisher of collector reproductions dealing with British steam locos, trolleys, and trams, antique autos and vintage racing cars, has come up with some excellent replicas for railfans. If GWR class No. 6000, the *King George V*,

is any criterion, the discriminating collector is in for a treat. These prints are available in 11x7½", in brilliant colors, polypropylene laminated, with a high gloss finish for protection against moisture, dirt, and grease. Ready for framing, they cost $1.50 each, plus 35¢ for handling and postage, from Robert Durr Enterprises, Ltd., P.O. Box 343, Morris Plains, N.J. 07950.

Periodicals and Journals

Steam Railroads of Central New York, **Central New York Chapter, NRHS RR. Station Museum, Marcellus, N.Y. 13108; 35 pages, 8½x11", soft cover, photos, maps, $2.50. (N.Y. residents include state sales tax.) A subject long overdue. Ken makes no claim for having written an in-depth study of steam railroading in this area, but he covers a lot of ground in interesting text and pix.**

Catalog of the Collections, **National Museum of Transport, 3015 Barrett Station Rd., St. Louis, Mo. 63122; 24 pages, 8½x11"; soft cover, photos, text, $2. Compiled by Cliff Saxton, Jr., this gives a good account of this outstanding museum.**

Nickel Plate Road Magazine, **Spring '73, Nickel Plate Historical and Technical Society, P.O. Box 9254, Ft. Wayne, Ind. 46809; photos, diagrams, model interest, $5 for members. Another good issue by this dedicated group. Back issues, $1.50 each. List of back issues available free for SSE.**

Equipment History and Map of Cumbres & Toltec Scenic R.R., **Cats Maps, 1111 Barcelona Lane, Santa Fe, N.M. 87501, $1.50.**

Railroad Film Review

The Emperor of the North Pole, **filmed in Technicolor on the Oregon, Pacific & Eastern last year by 20th Century Fox, is a brutal rail story of jobless men and bums riding the freights from one hobo jungle to the next during the Depression of 1930s. Ernest Borgnine plays conductor Shack, named in hobo lore as one who killed to keep tramps off his train. Hobo A-No. 1, enacted by Lee Marvin, has never met a train he couldn't ride. Thwarted three times, in nail-biting suspense, he finally tangles with Shack in a gory finish fight on a swaying flatcar.**

"Hoboes indulge in superlatives," said railfan screenwriter Christopher Knopf, who supplied the film's title. "Our title means he's the ruler of nothing at all."

With Malcolm Atterbury, son of former Pennsy president General Atterbury, at the throttle, 2-8-0 loco No. 19 plays her part well, with plenty of good railroading sights and sounds. The line's newest purchase, a 1924 American engine, once used for hauling copper concentrates at Superior, Ariz., has two roles in the picture: as No. 5 pulling a fast mail through a dense fog, almost hitting Shack's caboose, and as No. 27 hauling a crack varnish job. Railfans will like the action on Buxton trestle. Rolling stock, modified to look like circa 1933, came from OP&E, Milwaukee Road, Burlington Northern, Western Fruit Express, and National Railway Historical Society. Ernie Borgnine is the son of a former New Haven brakeman.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
THE RED ARROW, by R. DeGraw	$25.00	($23.75)
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
DEPOT DAYS, by H. A. Stimson	$ 2.95	($ 2.80)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.50	($ 4.25)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
THE PULLMAN SCRAPBOOK, Bob Wayner	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items. My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashfoord Ave., Dobbs Ferry, N.Y. 10522.

GERALD CARSON, 11945 Gay Glen, Bridgeton, Mo., 63043, sells duplicate color slides diesel and steam, black and white prints. Sample and catalog, 35¢, Buys original steam and early diesel slides and negatives.

RAILROAD COLLECTIBLES. A new 1973 Junior Size Encyclopedia covering headlamps to playing cards. Entertaining and informative reading for all antique railroad collectors and model builders or money back. $2.95 postpaid. 48-hour service. Neil Utberg, Box 420, Edinburg, Texas 78539.

FOR SALE; railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 120B Fruit, Peru, Ill. 61354.

ALDEN MILLER, 3212-34th Ave. South, Minneapolis, Minn. 55406, wants railroad-travel vacation movies, other movie subjects, as toy train collections and operating layouts.

COLOR SLIDES. New catalog with thousands listed. Class I, short lines, industrials; 12-ton Brookvilles to DD405s. No matter what your special interest, we probably have slides that you'll want for your collection. Send 50¢ for catalog and sample to Vincent Porreca, 6 Burlington Dr., Longmont, Colo. 80501.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

FOR SALE: Historical Railroad Lanterns book, $6; postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

JOHN STUBBLEFIELD, P.O. Box 666, Maroa, Ill. 61756, reducing his slide collection, selling dupes, extras, and seconds. 100 for $9.95 my choice. Check with order. First quality slides, 50¢ each.

SLIDES SETS. Specializing in narrow gage; also standard gage steam, diesel, and electric; Canada, U.S., and Mexico. Catalog and two sample slides, $1.—Paul Orlow, Rte. 1, Box 370, Evergreen, Colo. 80439.

DICK AICHELE, Box 184, Little Falls, N.J., 07424, buys and sells lanterns, headlight, marker lights. Wants circus-train pix and DLW, NYC steam loco pix.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

ENJOY NOW, 1974 calendar with July-December 1973 summary featuring 13 outstanding 8x10 photos on 8½x11″ format of recent Southern steam excursions, spiral bound, $1.95 postpaid.—North Alabama Chapter, NRHS, Box 4163, Huntsville, Ala. 35802.

BUYING old timetables, books, passes, Official Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Illinois 60091.

CHILDREN'S storybook, "Steamy," tells about Cumbres & Toltec Scenic Railroad between Colorado and New Mexico, $1.75 postpaid.—Dave Ulmer, 1407 Holmes Dr., Colorado Springs, Colo. 80909.

DEPOT DAYS, 50 years of railroad narration. Real railroad flavor, entertaining, historical, hysterical, $2.95.—H. A. Stimson, 603 Lucerne Ave., Lake Worth, Fla. 33460.

DAVID LARSON, P.O. Box 42095, Portland, Ore. 97242, is selling previously uncirculated photos: steam, diesel, electric, traction, action, scenes, rolling stock; 50¢ for list.

TOM CHENOWETH, Box 17170, San Diego, Calif. 92117, sells slides and prints of U.S., Canadian, and Mexican roads, short lines and passenger cars. 100-page catalog and sample slides $1, refundable.

PHILADELPHIA & West Chester Traction Co. 1917 schedule with map and pictures (reproduction), 50 cents.—Wilmington Chapter, NRHS, P.O. Box 2386, Wilmington, Del. 19899.

TOM COVAL, 21 E. Robin Rd., Holland, Pa. 18966, buys timetable collections, large and small; try me first. Seals plastic timetable slip covers, 5¢ each plus postage.

WANTED: railroad tickets; will buy single tickets or collections. Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

MARTIN T. HAHN, 139 Richards Ave., Maple Shade, N.J. 08052, sells official PRR system wall maps in full color, size 20″x40″, at $3 each. Also sells Official PRR and PRSL block sheets from old Atlantic Division towers from 1940's and 1950's. Send SSE for free list.

FRISCO uniform buttons, plus 11 other railroads and 3 street railways, 3 for $1.10.—J. Lajoie, 22 Stevens St., Methuen, Mass. 01844.

STEVE DOWNEY, P.O. Box 3477, Hialeah, Fla. 33013, will trade locomotive slides of his area for those of western Canada.

ARNOLD A. BERMAN, 110 Ramona Ct., New Rochelle, N.Y. 10804, wants following traction material: brass HO models (state price and condition), books, slides, maps, timetables, tickets, and anything on the NYW&B RR. Also sells extra traction books and slides (duplicates). Send SSE for list or state wants.

TIMETABLE COLLECTOR. Get the monthly magazine that fills your collecting needs. Write for free sample issue and information. Colorado Midland and Nickel Plate issues still available at $1 each. Timetable Collector, 7850 S. Kenneth St., Chicago, Ill. 60652.

FONDA, Johnstown & Gloversville Railroad is now 103. Book of 162 photos, 224 pages, $4.95. Bath & Hammondsport Railroad, 3-foot-gage, 1875, with Kanona & Prattsburg Railroad and Keuka Lake steamers, 445 pages, 228 pages, $4.50.—William Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

TWO FIRST-NIGHT Atlanta 8x10″ Ektacolor prints, Flying Scotsman #4472 and tenders on Southern's North Avenue Coach Yard raised service track, October 30, 1969. Midnight color views, left side, from front, and rear, shot on 4x5″ negatives, not lithos. Headlight just removed. A collector's delight! Specify: looking front to rear, looking rear to front. $6.50 singly, both for $12., postpaid in U.S., Canada, Mexico; others add $1 extra. Check or money order, no stamps or C.O.D. Georgia residents add 3% tax, allow 20-25 days.—Don Branson, 844 Brackett Rd., N.E., Marietta, Ga. 30062.

RAILROAD postcards 5¢ each, steam, diesel, traction. Cloth emblems 3 for $1. Lists free. Specify cards, emblems, or both.—Ken Vandevoort, 1004 Columbus, Pella, Iowa 50219.

RAILROADIANA for sale: brass baggage tags (makes watch fobs), uniform buttons, passes, timetables, matchbooks, Official Guides, NY&P switch lock (very rare).—J.A. Hannold, 52 Lake St., Hammondsport, N.Y. SSE only.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, will trade railroad playing cards for your trading stamps, Green, Top Value, or Plaid. Write before sending.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington. N.J. 07856, will sell 1962 edition "Railroads in the Lehigh Valley" and 1954 ed. "Steam Locomotives of the B&LE," both long out of print, $10 each postpaid.

A. ROECKEL, Box 233, Wantagh, N.Y. 11793, offers a unique series of books and color photo postcards on the London Underground; 16¢ in stamps brings list.

RAILROADIANA SALE: North Shore interurban headlight, trolley and steam hardware, as well as other railroadiana. 10¢ and SSE for list.—Reilly, 16 Sanford St., Dover, N.J. 07801.

CENTRAL VERMONT and Canadian National fans. Noted transportation photographer and salon exhibitor Robert Redden has recently received a commission to do a Portfolio on the historic CV. This promises to be a most handsome production, as CV rolls through some of the most beautiful scenery in the world. The Portfolio is being done under the auspices of CN and will show the men, shops, stations, and trains in a series of 40 esthetic prints. All prints are signed and numbered and a very limited run to protect buyers. Details for a stamped 10¢ envelope.—Sonic Color, 113 Munroe St., Lynn, Mass. 01901.

RECORDS of railroad songs. Send for free listing or send check of $4 for 11-song record: Hobo Bill, Rambler, Wreck of Old 97, Gambler, Brave Engineer.—Jim Flaherty, 65 Walter Ave., West Hartford, Conn. 06119.

WANTED: photo of North Pennsylvania engine No. 20 "Saucon" and No. 29 "Hellertown," built by Baldwin in 1864 and 1869.—Richard Kantor, 1365 Second Ave., Hellertown, Pa. 18055.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, sells rr. maps, emp. tts., rr. emp. mags., books, 8x10 photos, 5x7 photos, incl. old steam locos, p.c.—size photos, steam and diesel.

GENE PRICE, P.O. Box 278, Erwin, Tenn. 37650, wants anything Clinchfield, any size negatives or prints of CRR-CC&O steam (other than No. 1). Selling 1937 NYCS rulebooks, beautiful mint condition copies, $3 each postpaid.

SOUTHERN PACIFIC playing cards, $3 plus 25¢ postage. SSE for list.—Harris Stamp Co., 4001 Hall St., Dallas, Texas 75219.

SELLING Trains bound volume 9, excellent condition, $15. Railroad Magazine 1939, some covers missing, $15. Other 1930's, 1940's, 1950's, incomplete years. $1.25 each. SSE.—James Angel, 2948 Oxford Dr., Bettendorf, Iowa 52722.

FOR SALE: railroad lanterns, keys, locks, globes, steps, and other unusual items. Send 10¢ and SSE for list.—Gary Bunting, 924 N. West-End, Cape Girardeau, Mo. 63701.

PAUL NOBLE, 1 Remsen Road, Yonkers, N.Y. 10710, sells crosstie date nails of 20's, 30's; also color pix PRR work and freight equipment. (Large SSE).

THE STORES DEPARTMENT, 241 Charles Dr., Rte. 3, San Luis Obispo, Calif. 93401, assorted railroad, express, and some marine oddments. 25¢ for list, refundable on first purchase.

LANTERNS, keys, silverware, timetables, switch targets, caboose markers, globes, and cap badges; list 25¢. New list every month.—George Ballard, 128 S. Madison, Princeton, Ind. 47670.

ERIK ANDERSON, 14508 Sec. 5 NCTC, Pensacola, Fla. 32511, wants anything RI and CRANDIC, also bound vols. Trains. Trades, sells original 35mm color slides.

W.R. HOOPER, Box 1662, Golden, B.C., Canada wishes to contact railfans in Vermont, New Hampshire, Maine, New Brunswick, to trade photos.

JIGSAW PUZZLES: New York, London, Paris, Tokyo subway maps, New Jersey and L.A. road maps. SSE for details and prices.—Better Transit Bookshelf, Box 42, Brooklyn, N.Y. 11210.

ALVIN HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, sells parts from Illinois Central's "Chicago" commuter cars; roll signs, controller handles, air gages, etc. SSE.

FOUND: "Colorado Midland Ry.—Pikes Peak Route," lithographed on tin (Tuch Farber Co., Cincinnati, Ohio; 1900) advertising sign, excellent condition. 9x20" litho shows Ute Indian chief standing holding spear, and shield showing ry. emblem. Serious offers over $300. only. —Jim Freeman, 636 Port Dr., San Mateo, Calif. 94404.

NEW RAIL FILM MONTHLY. Interesting photo locations, negatives and slides listed to buy, sell, or trade; many features for railfan photographers included. Send 50¢ for introductory copy.—RFM, Box 4676, San Francisco, Calif. 94103.

NICKEL PLATE official public relations books: "Along the Lines in Illinois," 110 pages, $5; "The Nickel Plate Road," by President White, 28 pages, $2.25.—Don Woods, 8380 Riverside Drive, Novelty, Ohio 44072.

TED POPE, 1477 212 SE, Issaquah, Wash., wishes to trade roster of 35mm slides of BN power for your BN for his roster collection.

JOHN MARTINEAU, 3632 S.W. 23rd Court, Ft. Lauderdale, Fla. 33312, buys slides on approval of RDC's, diesels, cabooses, MW equipment, pass. cars, stations, wrecks, electrics, industrials, all roads.

STEAM without diesels: lithographed ink drawings of steam locos in a world where diesels never appeared. A 2-10-10-6 in full cry, a 4-12-4 under way, tripleheading varnish, diamondstacker Buffy St. Marie. Beautiful 9x12-inch prints, a set of four on antique paper, $1.35 each, $4.50 per set.—Dave Harvey, 201 Benbow, San Jose, Calif. 95123.

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W.O. HARPP, 103 Mulberry St., Pioneer, Ohio 43554, buys, trades, rule books, switch keys and locks, emp. tts., Wabash steam engine pix.

PENNSYLVANIA RAILROAD, Keystone emblem with PRR as a tie clasp or tic tac, $2.25 each. Matching cuff links, $2.25 per pair. Label emblems, $1.45 each. All items postpaid. Other railroad and bus items available.—Transportation Jewelry, Box 214, Fall River, Mass. 02724.

LIMITED first edition, two books, 126 poems, current and past events, "Reflections and More Reflections," written by agent-telegrapher-Dispatcher many years on many railroads. Contains "Lost Passenger Train," "Train To Memory Lane," "Gone Forever," "End Of the Boomer Trail," 'What Hath God Wrought?" etc.; $3 each, or both books postpaid $5. Check or money order.—Grover O'Dell, 3563 Southeast Franklin, Portland, Ore. 97202.

APPROXIMATELY 179 Railroad and Trains magazines, Sept. '65 thru May '73, $80.—Harmon Sharrock, 23 Second, Shelby, Ohio 44875.

FREE B&O Railroad stamp. Send large SSE for free stamp and information on this exciting, inexpensive hobby of collecting railroad stamps.—Harris Stamp Co., 4001 Hall St., Dallas, Texas 75219.

RAILROAD MAGAZINES, 400 issues, 1943-'71; proceeds go to Atlanta NRHS museum fund. SSE for list.—John Swiderski, 973 Schoel Dr., Decatur, Ga. 30033.

FOR SALE: Steam locomotives, 8 to 100 tons each. Belgian and German railways (1892 to 1950's). Also for sale, 1st-class wooden coaches, year 1905, and old trams. Write to P.O. Box 19, 1150 Brussels, Belgium.

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Pen Pals Wanted

(No charge for Pen Pal listing)

Michael D. Gitlin (28), 111 Lafayette Rd., Apt. 404, Syracuse, N.Y. 13205, wants to hear from railfans and photo buffs, both sexes.

Krystyna Ignasiak (girl, 18) 73-110 Stargard-Szcz, ul. B Stalingradu 16/7, Poland, wants to hear from Polish-speaking pen pals, either sex. (Ed. note: she does not write English.)

Anne de Paz (23), 119 B Katipunan St., Cebu City, Philippines.

Cliff Carey (20) Rte. 1, Box 39-C, Wilcox, Ariz. 85643.

Mrs. Frances Taylor (51), Box 91, Petersburg, Tenn.

Mrs. Mary Rogers (41), 1713-A Luton St., Nashville, Tenn. 37144.

Turab M. Lakawala (14), 19 Sussex St., Victoria Garden, Bombay, 27, India.

Cecilia Melberg (16), Rte. 3, Box 80; Kim Harwig (17), 1423 America Ave., and Jeanne Hill, (16), Rte. 3, Box 56, all of Bemidji, Minn. 56601.

Mrs. Betty E. Keller, Rte. A, 207 Tulsa St., Hobbs, N.M. 88240, has bad case of arthritis, needs trading stamps to be turned into cash to buy a wheelchair.

Yolanda Garces (21), Perrelos, Carcear J-314, Cebu City, Philippines.

Vera di Fulvio (boy, 14), 391 Garfield Ave., Salt Lake City, Utah, 84115, collects stamps and postcards.

Amelita R. Estenzo (22), Catmon J-316, Cebu City, Philippines. ●

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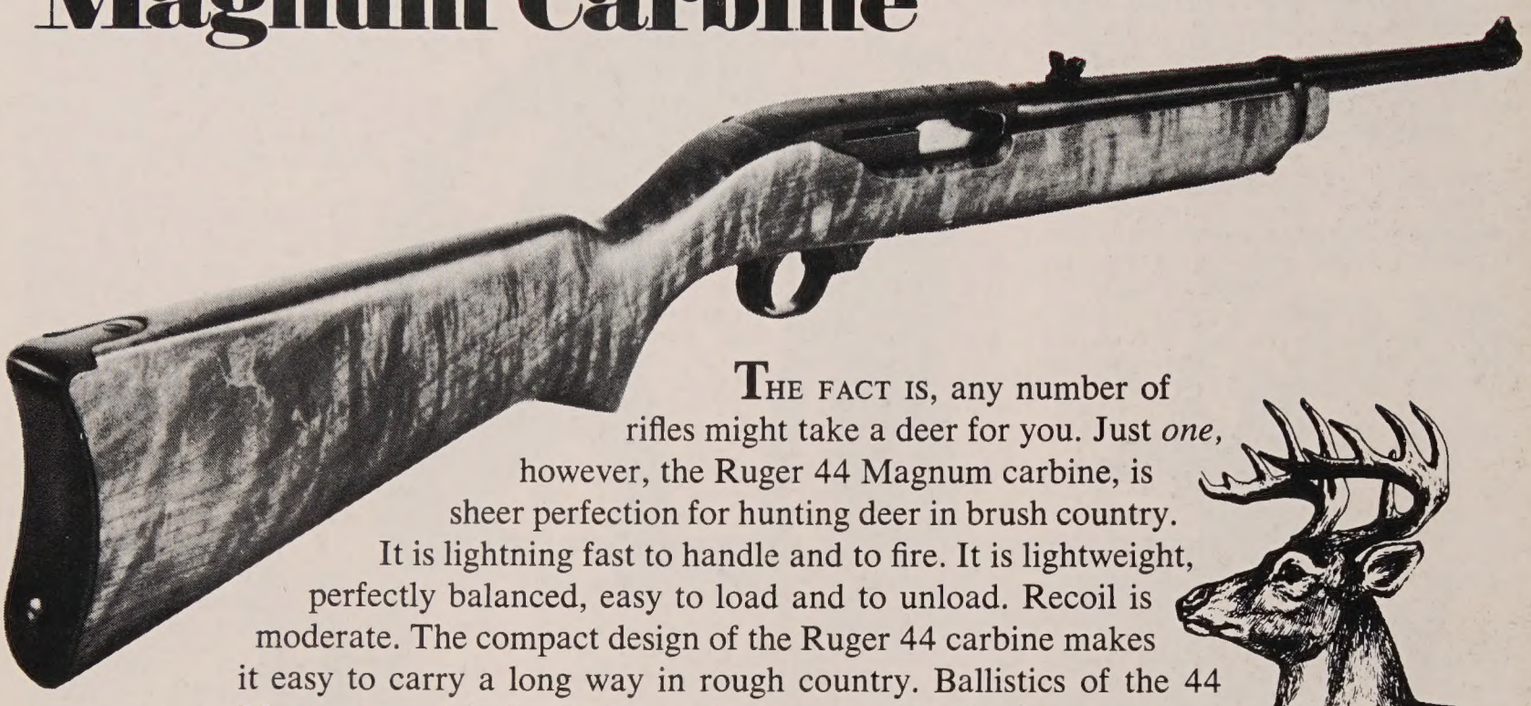

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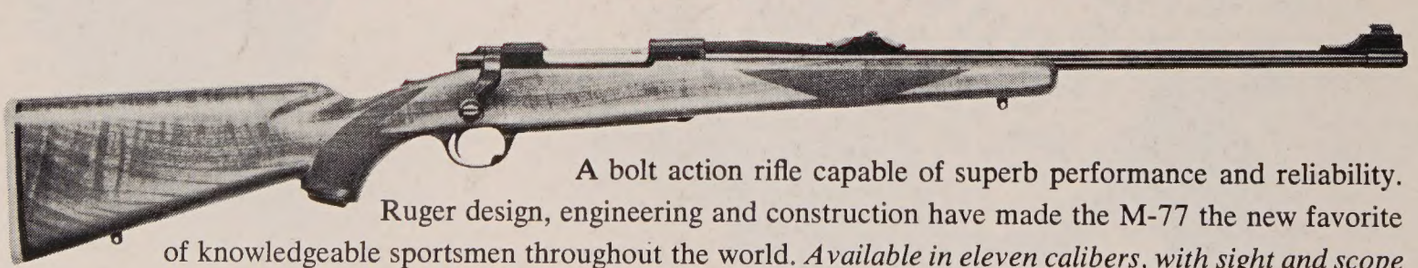

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